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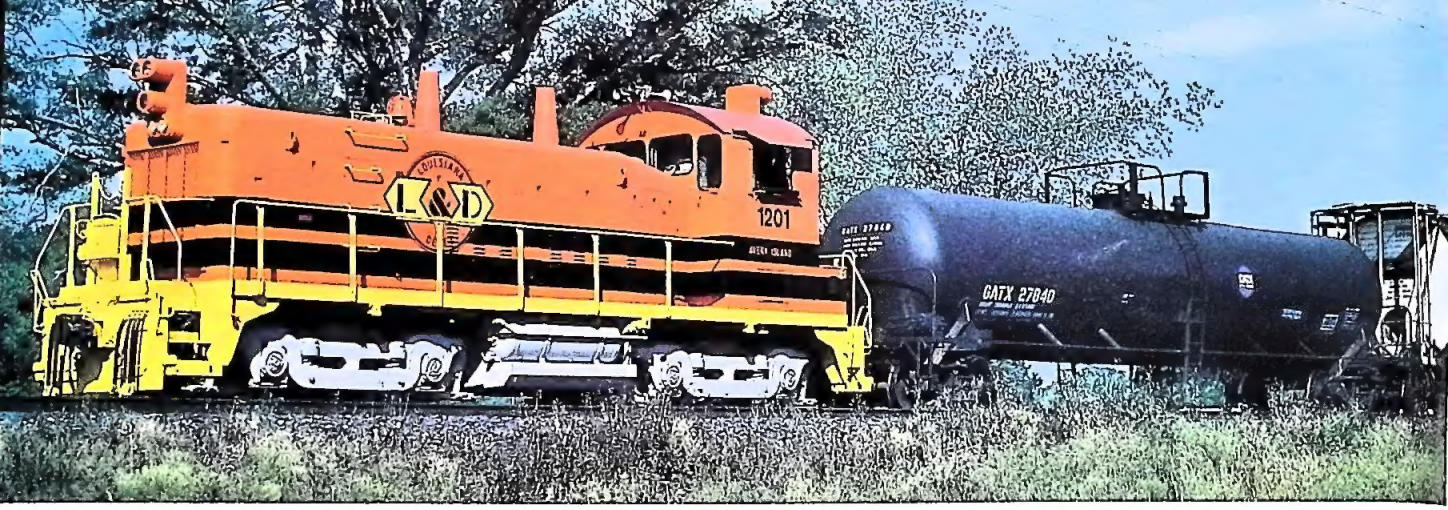

KODACHROME DAVID ELLZEY

LOUISIANA & DELTA began operating six SP branches on March 15, 1987. SW1200 1201 (above at Avery Island) shows paint scheme inspired by parent Genesee & Wyoming. See page 30.

KODACHROME KENNETH MOORE

SOUTH EAST KANSAS Railroad began operating 104 miles of former-MP branches on April 14, 1987, with four CF7s. The 1003 is seen (above) at Coffeyville, Kan., on April 18, 1987. See page 30.

KODACHROME: TOM ALLEN

KENTUCKY WEST TENNESSEE began operating February 28, 1987, between Bruceton, Tenn., and Murray, Ky. "Confederate Gray" GP18 303 and GP9 302 are shown at Murray in March 1987.

CHICAGO MISSOURI & WESTERN directors special with CSS&SB GP38-2s 2000 and 2001 paused at Joliet, Ill., on May 5, 1987 (right). The CM&W has purchased from ICG 633 miles of fomer GM&O track between Joliet, Kansas City and St. Louis. See page 33.

Railnews

NEVADA NORTHERN was bought by the Los Angeles Department of Water & Power on April 22, for possible location of a coal-burning power plant. Included in the sale were SD7 401 (below) and ex-Kennecott Copper Alco RS2 105 and RS3 109. See page 30.

KODACHROME: MATT KOSIC

KODACHROME BEN KERR

KODACHROME DAVID G ARMSTRONG

FOSTER FARMS finished painting this Alco S6 (above) on May 29, 1987, at Livingston, Cal. It is one of three un-numbered S6's used for unloading grain trains. See page 32.

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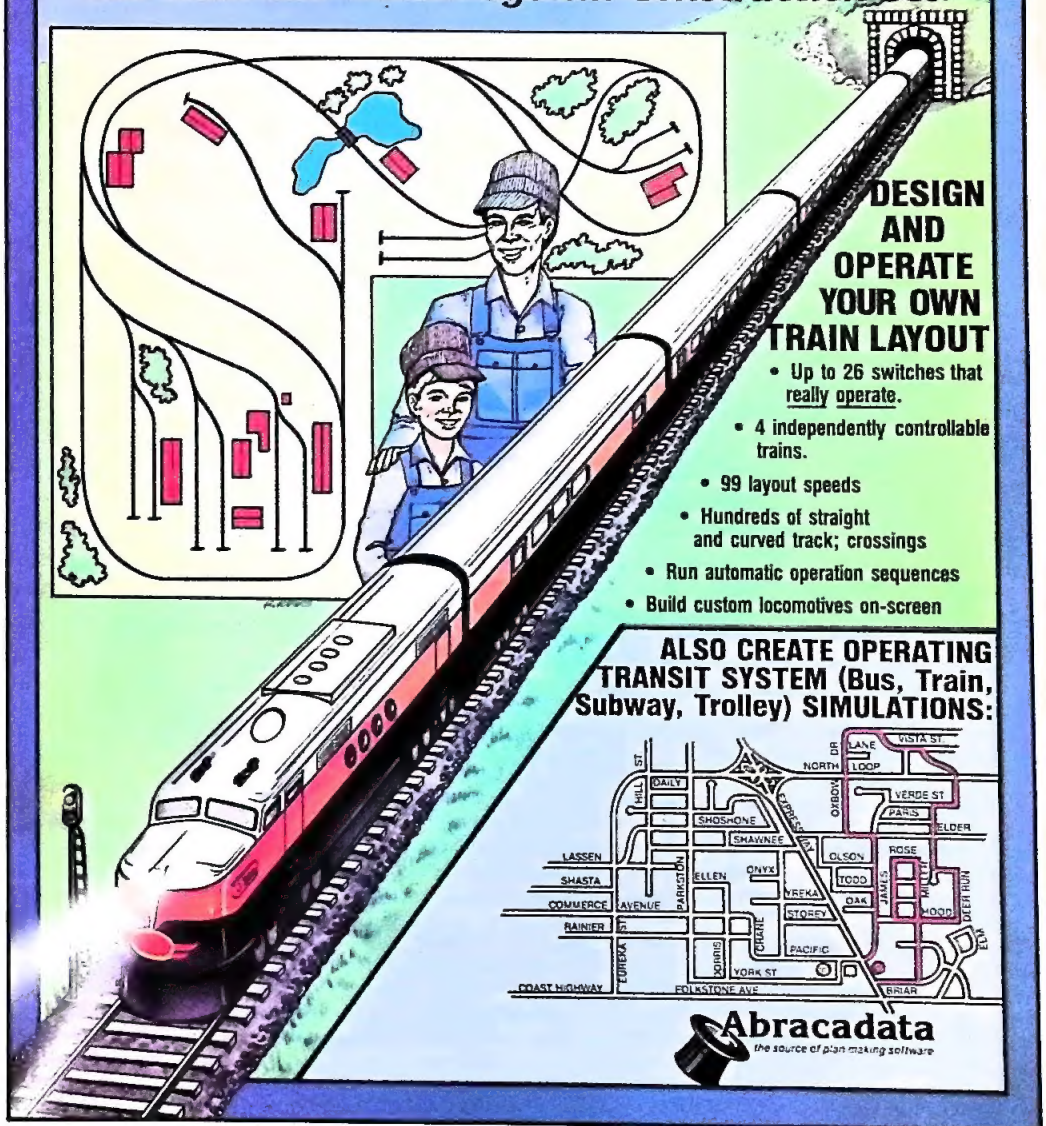
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From the Publisher's desk:
460 Never Crossed the Atlantic

September 18, 1954, was a miserably bad day for a Railroad Enthusiasts fantrip, devoid of trip chairman Ed Hansen's famous sunny weather. I boarded the Special at Newark's Penn Station. Pennsylvania Railroad E6s Atlantic No. 460 was on the head end, somewhat a rarity since most of the traffic through this busy and modern station was electric. Our destination was Atlantic City via Trenton and Pemberton, with enough time at the shore resort to look over the rail facilities and enjoy a shore dinner at Hackney's. Despite the odd routing via Trenton, there being no straight line route, trains such as the *Nellie Bly* could do the trip in two hours and 45 minutes. We didn't expect to equal that time with the 460.

I'd left the old 4x5 at home, favoring a newly acquired Contax loaded with ASA 12 Kodachrome, which was also in the 8mm Revere movie camera. Both lenses were going wide open as the day darkened.

The 460 was a great choice for an engine despite the strain of too many cars. After Col. Charles Lindbergh returned from his famous Atlantic solo flight in May 1927 he went to Washington to meet the President and Congress. International Newsreel Company had to get its film from Washington to New York' theaters as rapidly as possible and arranged with the Pennsylvania for a special train consisting of P60 coach 3301, B60 baggage car 7854 and E6s 460 on the head end. The baggage car was converted into a rolling darkroom for processing newsreel film; fine wire mesh being used to keep soot from filtering down onto the film. The film was processed and dry by the time the train reached New York, beating the competition (which had flown its film to New York but then had to have it processed there) by over an hour. The 460 was known thereafter as the "Lindbergh Engine" for having beaten the airplane with the biggest story in aviation.

Despite slow running through yard areas, the 460 averaged over 70 m.p.h. on many portions of our trip and was clocked at 111 m.p.h. between Marcus Hook and Chester. Engineer T.J. Swann later told Charles B. Chaney, "They told me we were going 120 m.p.h. All I know is that we were going faster than I had ever run before." Engine 460 was uncoupled from the train at Manhattan Transfer with an electric DD1 doing the last nine miles into Penn Station averaging over 61 m.p.h.

A week later at the Teaneck Camera Club, Conie Falkiewicz asked how the train ride had been. I replied, "Great, but the weather was lousy." That was the evening when my night time exposure of the Atlantic City signal tower took first place in the monthly competition.

Today, with a live K4 running out of Altoona, the 460 is looking pretty good in the display yard of the State Railroad Museum of Pennsylvania in Strasburg. Now if we could just talk the right people into putting the 460 back into service...

Hal

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Cover

There are two huge simple articulateds available for excursion service in 1987: Norfolk & Western 2-6-6-4 1218 and Union Pacific 4-6-6-4 3985. The 1218 is shown climbing Christiansburg Mountain on April 26, 1987, with a leaking gasket on her Worthington hot water pump creating a small cascade beneath the running board. Kodachrome by Mike Del Vecchio. Union Pacific 3985 was westbound with a Rocky Mountain Railroad Club trip at Perkins, Wyoming, on May 27, 1984, bound from Cheyenne to Laramie. Kodachrome by David A. Phillips. Which engine is bigger and which is best? Gene Huddleston takes up the matter beginning on page 34.

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Fanmail

NYS&W stack trains

The day after I finished reading "Stack Trains on the Susquehanna," in your May '87 issue, my family and I were at Titlow Park one evening for a picnic. While we were enjoying the pleasant weather, what should come down the track but a Sea-Land stack train pulled by two blue and white EMD units and two Burlington Northerns. Being new to railfanning, I was unable to identify what type of units they were. From reading the article, I figured the train had just left the Tacoma Sea-Land terminal and was probably headed for the East Coast, soon to be passing over the tracks of the NYS&W. Thanks to the fine article, I knew a lot about what otherwise would have been just another container train.

BEN E. BROSSARD
Tacoma, Wash.

NYS&W RS2 100

Thank you for the wonderful article on the NYS&W in the May 1987 issue. The NYS&W is also in my back yard, and I am very glad to have it. I would like to make just a few comments on the diesel roster. First, I have a photograph of No. 100 taken in Binghamton about two years ago, and it clearly has "FJ&G" on the cab. Your roster states that it was C&CV before retirement, so we have a mystery as these are both Mr. Rich's lines. I do not know if No. 100 was ever up in FJ&G country.

Second, I have a picture of 2002 taken in Binghamton at the same time as 100, and it is not on the roster at all. There is a picture of 2002 in operation on page 83 of the May '83 RMC. Maybe it has been fully retired and thus deleted from the roster.

And, lastly, you have 3000 in the shop for repairs. Yesterday I saw it doing what it was intended to do in Norwich, N.Y.

V. PETER V.R. MASON
Oxford, N.Y.

Boy, was that Susie-Q article great! Only two items about it I'd like to share with you. There was no mention of the stillborn Kingston Terminal Railroad, which is now the home of the Kingston Trolley Museum, and that is a story I would like to hear.

The other item is that small cluster of Alco RS's on the roster. Perhaps I need to study Alco drawings more closely, but it appears to me that there are battery boxes on the running board of 100, which makes it an RS3, doesn't it? By the way, 100 was initialed KTER in 1978 when I saw it at the Milford, N.Y., enginehouse. It now has FJ&G on the side although still in maroon Delaware Otsego colors. The 103 is similarly attired. Both 101 and 104 are yellow and black NYS&W, while the maroon 102, still at Little Ferry though recently moved from her derailed situation alongside the enginehouse, bears the initials LASB.

JOSEPH A. KLAPKOWSKI, JR.
Ossining, N.Y.

The 100 is an RS2 that was rebuilt to include a steam generator, and its underside battery box was moved to the running board to make room for the water tank. The 100 was initially in D&H lightning stripe with the C&CV name on the hood and was then painted blue and yellow. It got the new standard DO maroon when it was lettered "KTER" (see page 54, March '82 R&R); it was relettered FJ&G after that. The 2002 was renumbered 260 and is shown as such on the roster. The units were listed "as of February 12, 1987," with any previous numbers explained in the Notes column, though we may have missed some of the intermediate variations on one or two of the RS's like the KTER/FJ&G on the 100. Yes, the 3000 has been repaired and is again active, usually on the Northern Division—M.D.

NYS&W map

As a regular subscriber I enjoy R&R very much, but please put my hometown of Oswego, N.Y., back on Lake Ontario instead of Lake Erie as shown on page 47 of the May issue.

RONALD C. BUTLER
St. Louis, Mo.

The map in the May issue showing the renewed NYS&W has a couple of errors. The old Erie main line between Harriman and Howells is not totally abandoned as the map indicates. The line is still in service between Harriman and Monroe. The DL&W "old main" via Washington is abandoned but the map indicates the bridge over the Delaware River is still in service. The bridge still stands, but has not been used in many years.

MICHAEL KAPLAN
Langhorne, Pa.

As a displaced Jerseyite, I have been reading with great interest the story of the rebuilding of the NYS&W, but there is a question which was not answered. When the Hanford line was abandoned in 1958, about two miles of it between Franklin and Ogdensburg became part of the L&HR. Why didn't the Susie-Q rebuild the three or four miles of the abandoned Hanford line rather than the 9.2 miles to Sparta Junction? If the 1957 abandoned NYO&W main was considered for rebuilding, why not the shortcut to Franklin?

KENNETH I. PETERS
Portland, Ore.

Rebuilding the Hanford branch was not practical because a large fill near the zinc mine had been removed. Even if completed, the resulting grade would have been prohibitively steep for the stack trains. Incidentally, a color photo on page 67 of the July '87 issue shows an NYS&W crossbuck that remained on that line well after the L&HR took over. While the NYO&W right-of-way was considered for a Campbell Hall connection, it was soon discarded in favor of the direct connection south of Burnside where a survey revealed that the proposed end points of a new track between the L&HR and the Graham Line are at the same elevation. The L&HR actually descends northbound to duck under the Erie at this spot. The map on page 39 of the July issue shows this in better detail—M.D.

K200 and K64

I read with great interest your CAMERA BAG in the May '87 issue. In my position as

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owner and operator of a camera store, I have used the new K200 and have viewed many rolls, as well as other types of film. In reading your column, I found that you noticed many of the same things that I have with the K200 and K64 and made a couple of points I would like to address.

First, the average railfan should not be afraid of the word "professional" on the K200, or any other film. As you mentioned, pro films are refrigerated to slow aging. To keep your film as fresh as possible, put it in the fridge. This all refers to "shelf storage," you can, of course, go on a trip without the old ice box along for the ride. Also, if you take film out of the refrigerator, do not open the box right away, as condensation will occur leaving spots on the film. To avoid this, wait about 20 minutes before opening the box so the film can rise to room temperature.

You also noticed your K64 was a little blue and the K200 was not. The probable reason is that the K64 was brand new (just manufactured). New films of all types have a tendency to be a little blue. The K200 was not blue and gave you better color because all pro films are aged, as you mentioned. Being that no pro-film is actually new, the blue tint is not a problem. If your film is not of the "pro" type, it can be aged properly by simply waiting until the regular roll is within nine months of its expiration date. Then refrigerate it.

If you happen to get a roll that is within a month or so of its expiration date, then it can be put in the freezer. Before using a "frozen" roll, put it in the refrigerator for a day or so before you use it. This will allow the film to warm up slowly so it is not brittle.

K.C. SMITH
Casey's Camera
Closter, N.J.

Timetable

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for March issue.

RAILFAN EVENTS

NORFOLK SOUTHERN, 1987 Excursion Season. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, 1218 is N&W Class A 2-6-6-4, 152 is L&N light 4-6-2 from Kentucky Railway Museum, and "diesels" are SR green and gold FP7s or other diesel power.

July 29-August 2, 611, 1218 and diesels in Roanoke, Va., area for NRHS National Convention (RCN).

August 8, 1218 Kenova, W.Va.-Columbus, Oh., and return (CPHC); **August 8,** 611 Charlotte, N.C.,-Atlanta, Ga., one way (DP); **August 9,** diesels Atlanta-Charlotte one way (DP); **August 15,** 1218 Toledo-Columbus, Oh., and return (MRC); **August 16,** 1218 Bellevue-Columbus and return (MRC).

September 12-13, 1218 Cincinnati-Danville, Ky., and return each day (CRC); **September 19-20,** 1218 Lexington, Ky.-Chattanooga, two-day round trip (BGM); **September 26,** diesels Huntsville, Al.,-Chattanooga and return (NARM).

October 10, FP7s Hagerstown, Md.-Luray, Va., and return (WC); **October 17-18,** 1218 Chattanooga-Crossville, Tenn., and return each day (TVRM); **October 17-18,** FP7s Roanoke-Abingdon, Va., and return each day (RCN); **October 24-25,** diesels Chattanooga-Crossville and return each day (TVRM); **October 24,** FP7s Asheville-Hickory, N.C., and return (ASHV); **October 25,** FP7s Asheville-Bull's Gap, Tenn., and return (ASHV).

October 31 and November 8, 1218 Atlanta-Toccoa, Ga., and return each day (ACN); **November 1 and 7,** 1218 Atlanta-Chattanooga and return each day (ACN); **November 14, 15, 21 and 22,** 1218 Jacksonville, Fla.-Valdosta, Ga., and return each day (NFC).

The sponsoring organizations are: (ACN) Atlanta Chapter NRHS, P.O. Box 81592, Atlanta, GA 30366; (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592, (CRC) Cincinnati Railroad Club, P.O. Box 15157, Cincinnati, OH 45250-0157; (CPHC) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; (DP) Discovery Place/Science Museums of Charlotte, 301 N. Tryon St., Charlotte, NC 28202; (NARM) North Alabama R.R. Museum, P.O. Box 4163, Huntsville, AL 35815; (MRC) Mad River & NKP RR Society, P.O. Box 42, Bellevue, OH 44811; (WC) Winchester Chapter NRHS, 29 Whites Place, Winchester, VA 22601; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Co., 640 Merrimon Ave., Asheville, NC 28804; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245-6493.

NICKEL PLATE 2-8-4 765, 1987 Season. NKP 2-8-4 765 is scheduled to be operated on the following dates and routes by the Fort Wayne Railroad Historical Society. The following listings indicate **date,** route and (sponsor). See listing at end for addresses and contact them for specific information, prices, etc. Private charters are listed for photographers' information only.

September 12-13, Fort Wayne to Peru, Ind., and return each day (FWRH); **September 19,** Orrville, Ohio, to Pittsburgh, Pa., and return (ORHC); **September 26,** Orrville to Bellevue, Ohio, and return (ORHC); **September 27,** Orrville to Vermillion, Ohio and return (ORHC); **October 4,** White Sulphur Springs, W.Va., to Covington, Va., 6pm departure (private); **October 8,** Clifton Forge to White Sulphur Springs (private); **October 11-12, 18-19,** Huntington to Hinton, W.Va., and return each day (CPH); **October 24-25,** Richmond to Clifton Forge via Rivanna and James River Sub with return through Charlottesville each day (ODC); **October 31-November 1,** Spartanburg, S.C., to Erwin, Tenn., and return each day (GCH).

The sponsoring organizations are: (FWRH) Fort Wayne Railroad Historical Society, P.O. Box 11017, Fort Wayne, IN 46855; (ORHC) Orrville Railroad Heritage Committee, P.O. Box 11, Orrville, OH 44667; (CPH) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; (ODC) Old Dominion Chapter NRHS, P.O. 8583, Richmond, VA 23226; (GCH) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606.

FARMINGTON, MAINE, July 29-August 2. First Annual Maine Railroad Workshop—Prototype/Model Convention with clinics, contests, how-to's, etc. $32 per person per day includes meals and lodging. Ride narrow gauge Sandy River & Rangely Lakes for $5. Sign-in begins July 29 10am. Contact: Sandy River Valley Railroad Co., P.O. Box 265, Oakland, ME 04963; 207/547-3745.

ILLINOIS RAILWAY MUSEUM, Union, Illinois, special events for 1987: **August 1-9,** Steam Week; **August 10-15,** Historic Diesel Week; **September 5-7,** Railfan Weekend, includes Jim Boyd night photo session Saturday (diesels) and Sunday (steam); **September 26-27,** Members Weekend. Contact: Illinois Railway Museum, P.O. Box 431, Union, IL 60180; 815/923-2488 or 312/262-2266.

MYSTIC VALLEY RAILWAY SOCIETY excursions for 1987. All trips leave Boston and prices vary. Contact: Mystic Valley Railway Society, Inc., P.O. Box 486, Hyde Park, MA 02136-0488; 617/361-4445.

August 2, Long Island Adventure (Amtrak to New London, Conn., ferry to Greenport, L.I.); **August 16,** Boston to Peakes Island, Me. (rail to Lowell, Mass.); **August 22,** Boston to Mystic, Conn.; **August 29,** Boston to Martha's Vineyard (rail to Stoughton, Mass.); **September 5-7,** Niagara Falls Special; **September 19-20,** Boston to Bellows Falls including GMRR trip (overnight).

HONESDALE, PENNSYLVANIA, Excursions on the "Stourbridge Line," Honesdale to Lackawaxen, Pa., and return, using BL2 54 and open window coaches. Listings show departure times from Honesdale: **August 15,** 5pm; **August 22,** 10am and 3pm; **August 23,** 1pm; **September 12,** 12 noon; **September 26,** 9:30am and 2:30pm; **September 27,** 1pm. Contact: Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431; 717/253-1960.

HOBOKEN, NEW JERSEY, August 15. New York Harbor cruise on chartered vessel. View from the water rail facilities and operations including NYS&W container terminal and New York-Cross Harbor car floats. See Statue of Liberty. Tickets $29. Departs Hoboken 9am. Contact: Tri-State Railway Historical Society, P.O. Box 2243, Clifton, NJ 07015-2243.

BRIGHTON, MICHIGAN, August 22. Peaker Services, Inc., a locomotive rebuilder, will host "Railfans Night," including a J. David Ingles slide show. Gates open at 5pm to photograph equipment, refreshements at 6pm, show begins at 7pm. Bring folding chairs, (not lawn type). Plant is located 3 miles south of Kensington Road exit off I-96. Contact: Sam Breck, Peaker Services, Inc., 8080 Kensington Court, Brighton, MI 48116-8591; 313/437-4174.

BELLOWS FALLS, VERMONT, September 6. F. Nelson Blount Memorial Train to honor the GMRR founder. 68-mile

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round trip between Bellows Falls and Summit, Vt., using RS1. Limited capacity, order early. $21 adult, $18 child (5-12). Contact (LSSAE, please): Green Mountain Railroad, P.O. Box 498S, Bellows Falls, VT 05101; 802/463-3069.

DETROIT, MICHIGAN, September 11-12. The "Yes! Michigan 150 Train" will operate each day from Detroit to the Marshall Michigan Historic Home Tour in conjunction with Michigan's Sesquicentennial observance. Passenger stops in Dearborn and Ann Arbor. Send LSSAE to: Marshall Special, Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296.

GRAFTON, WEST VIRGINIA, September 12-13. The West Virginia Railroad Heritage Festival will include photo contests, model trains, etc., and feature two excursions: September 12, Grafton to Cowan, and September 13, Grafton to Cumberland, Md. Tickets $40, VIP $75. Contact: West Virginia Railroad Heritage Festival, P.O. Box 66, Grafton, WV 26354; 304/265-1957 or 304/265-3938.

VANCOUVER, BRITISH COLUMBIA, September 13-19. Seven-day railfan special Budd car tour of the entire British Columbia Railway. Over 2400 miles on the only railroad that operates steam, diesel and electrics—all of which you will see, fully escorted. $475 includes charter train, hotels and most meals. Contact: West Coast Railway Association, P.O. Box 2790, Vancouver, BC V4M 2B5.

DENVER, COLORADO, September 18. Private car excursion aboard the *California* and/or the *Silver Sky* via Moffat Tunnel Route between Denver and Salt Lake City coupled behind Amtrak's *California Zephyr*. Prices range from $150 to $250 per person. Contact: Intermountain Chapter NRHS, System Passenger Agent, P.O. Box 5181, Terminal Annex, Denver, CO 80217, or Colorado Midland Chapter NRHS, Passenger Agent, P.O. Box 824, Colorado Springs, CO 80901.

COLORADO SPRINGS, COLORADO, September 19. 120-mile round trip on Cadillac & Lake City's ex-RI trackage between Falcon and Limon, Colo. $29 includes hot lunch and many photo runbys. Consist will be former BN, D&RGW and NYC equipment. Contact (SASE please): Rocky Mountain Railroad Club, Dept.P, P.O. Box 2391, Denver, CO 80201.

NORTH CONWAY, NEW HAMPSHIRE, September 19. Railfan Day at Conway Scenic Railroad with doubleheaders, passenger, freight and mixed consists with steam and diesel power including B&M F7. Extra train to Intervale. Model railroad open house, flea market, handcar rides and slide/movie program plus night photo session. All-day train riding pass $10, admission to grounds free. Contact (SSAE, please): Conway Scenic Railroad, P.O. Box 947F, North Conway, NH 03860; 603/356-5251.

LIMA, OHIO, September 25-27. Affiliation for B&O System Historical Research 1987 Convention held in cooperation with Lima's "Train Town" downtown redevelopement center. Author of "The History of the B&O Railroad," John F. Stover, will speak at Saturday night dinner. Open to all railfans. Contact: AB&OSHR c/o John G. King, 1510 Boulevard Drive, Belpre, OH 45714.

LOS ANGELES, CALIFORNIA, October 2-14. Private car trip aboard the *Colonial Crafts* to AAPRCO 1987 Convention in Pittsburg, October 2-6, via Salt Lake, Denver and Chicago on *Southwest Limited* and *Broadway*. Return October 11-14 via *Broadway*, CZ and *Desert Wind*. Back in time for the Association of Railway Museums Convention in Los Angeles. Price $1125 one way, $2150 round trip. Contact: Rod and Ellen Fishburn, 329C Grandview Avenue, Pittsburgh, PA 15211.

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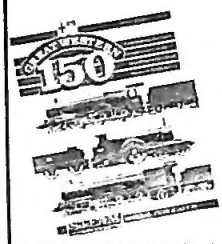

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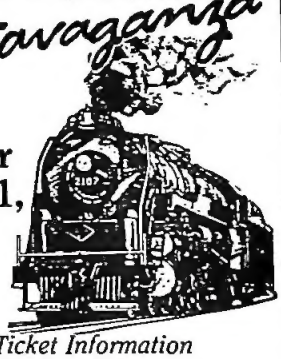

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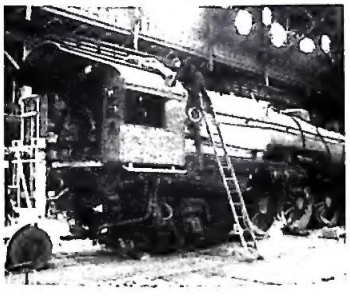

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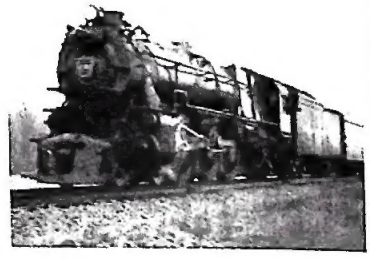

NEW RAILFAN VIDEO CLASSICS RELEASES

VOL. 7 -BLUE MOUNTAIN ODYSSEY - Blue Mountain & Reading 4-6-2 425 is featured in 1986 excursion service. You'll see the Aug. ferry run from Reading to Hoboken, NJ, and ride the Hob.-Pt. Jervis fantrips (with 2 M&E Alco diesels). Next up is the second Rdg.- Hob. ferry move in Sept. with restored PRR E-8 and RDG GP-30 diesels, the Hob.- Rutherford trips, Hoboken Festival activities, and the return run to Rdg. with two separate trains. Our coverage concludes with the Oct. Railfan weekend. Cab ride, pacing, night video, and trackside action aplenty! Narrated by Jim Boyd.

VOL. 11 -MOSTLY PACING! -Here's a one hour video presenting side by side pacing sequences of famous steam locomotives. Included in the cast are: UP 4-8-4 844 (90mph pace with *California Zephyr*),RDG 4-8-4 2101 on Chessie Specials, RDG 4-8-4 2124 in Rambles Service, CN 4-8-4 6167, NKP 2-8-4 765, CP 4-6-4 2839, PRR 4-6-2 1361, C&NW 4-6-0 1385, the original *John Bull*, and more! (Film and video footage, no narration).

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DENVER, COLORADO, October 3. Union Pacific 4-8-4 8444 to run Denver to Laramie and return with extremely limited capacity. Numerous excellent photo runbys. This is 8444's only public trip of 1987. Fare $185, children under 12 $175. Send SSAE for trip folder to: Intermountain Chapter NRHS, UP Steam Excursion, P.O. Box 5181, Terminal Annex, Denver, CO 80217.

OTTAWA, ONTARIO, October 4. "Ottawa Valley Autumn Steam Spectacular" between Ottawa and Pembroke on freight-only trackage behind ex-CPR 4-6-2 1201. Leave Ottawa 8am. Tickets $50 (Canadian). Contact (SASE please): Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ont. Canada, K1N 8V1.

HAGERSTOWN, MARYLAND, October 10. "Autumn Leaf Special" with SR FP7s on Norfolk Southern's beautiful Shenandoah Division from Hagerstown to Luray, Va., and visit the 18th Annual Page County Heritage Festival. Contact (SASE please): Winchester Chapter NRHS, 29 Whites Place, Winchester, VA 22601; 703/662-8964

ROCKHILL FURNACE, PENNSYLVANIA, October 10-11. East Broad Top Fall Spectacular. Steam locomotives and gas electric will run as well as Shade Gap Electric Railway trolley. Shop tours available. Passenger and freight will operate both days; special night train Saturday only. Contact: East Broad Top Railroad, Rockhill Furnace, PA 17249; 814/447-3011.

RIVERSIDE, CALIFORNIA, October 16-19. 27th Annual Association of Railway Museums Convention is offering activities ranging from a Santa Fe shop tour to tramways, trolleys and museum related items. Many buffet meals are also planned. Contact: ARM Convention, P.O. Box 2858, Riverside, CA 92516.

PERRIS, CALIFORNIA, October 24-25. Orange Empire Railway Museum "Fall Rail Festival." Steam, diesel and trolleys will operate 9am to 5pm both days. Adults $5, children 6-11 $3, under 5 free. Contact: Orange Empire Railway Museum, 2201 South A Street, P.O. Box 548, Perris, CA 92370; 714/657-2605.

ESSEX, CONNECTICUT, November 7. Connecticut Valley Railroad Museum Railfan Day. Freight, passenger and mixed trains, equipment on display and railroadiana meet. All day tickets $20 ($24 after October 1), under 12 half price. Rials After Dark night photo session, $10. Contact: CVRM, P.O. Box 97, Essex, CT 06426; 203/767-0494.

INTERNATIONAL TOURS

AUSTRIA, August 21-September 1. Twelve-day tour of Austria with special chartered train using museum steam and electric power, overnighting in Castle Hotels. Five side trips on narrow gauge steam lines. Seats in photographers' stand for Vienna Railway Parade and steam excursion to Marshegg. All meals included. Lufthansa flight permits independent return. $2107 per person, double occupancy. Contact: Overseas Railway Tours, Helft World Ltd., 8027 Leesburg Pike, Vienna, VA 22180; 703/356-8186.

AUSTRIA, September 18-October 4. "Austrian Rails" International railfan tour sponsored by Overland Chapter NRHS to celebrate 150 years of railroading in Austria including 9 standard and narrow gauge steam trips. Contact: Overland Chapter NRHS, 1412 Twelfth Street, Moline, IL 61265.

NEW ZEALAND, November 21-December 5. New Zealand Railfan Tour departs Christchurch on November 21 and finishes in Auckland on December 5 with transportation by rail, bus and ferry. Steam specials include 4-8-2, 4-6-2 and Rogers 1879 2-4-2. Price is $1235 double occupancy; $1620 single. Optional excursion November 17-21 to west coast of South Island. For color brochure contact: New Zealand Tourist & Publicity Office, 630 Fifth Ave., New York, NY 10111; 212/586-0060.

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RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7543 Main Street, Sykesville, MD 21784; 301/795-7447.

Wayne, New Jersey, August 1-2, William Paterson College.

Philadelphia, Pennsylvania, August 15-16, Philadelphia Civic Center.

Norfolk, Virginia, September 26-27, Norfolk Scope.

Hempstead, Long Island, New York, October 3-4, Hofstra University.

Wayne, New Jersey, October 10-11, William Paterson College.

FORT WAYNE, INDIANA, August 2. Train & Collectable Toy Flea Market at The Lantern, 4420 Ardmore, 11am-5pm. Over 100 tables available, $8 in advance. Contact: Royce Hutchison, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

RAILWAY EMPLOYEES ACTIVITIES ASSOCIATION, 1987 schedule. All shows are Friday and Saturday 10am-9pm; Sunday noon-5pm. Contact: James Madden, 14736 Alger Road, Cleveland, OH 44111.

Portage, Michigan, August 7-9; 6650 South Westnedge. Admission free.

Parma, Ohio, August 14-16; 7899 West Ridgewood Drive. Admission free.

Pittsburgh, Pennsylvania, October 9-11; Station Square, 450 Landmarks Bldg., One Station Square. Admission; Adults $2, family max. $3.50, kids free.

Burton, Michigan, October 16-18; Courtland Center, 4190 East Court Street. Admission free.

KIRKWOOD/ST. LOUIS, MISSOURI, August 8. Railroadiana Show & Sale hosted by the Illinois Central Historical Society at Best Western Viking Lodge, I-44 Exit 278, south on Lindberg (Hwy.67) at Watson Road (Hwy.366). Admission free. Models and railroadiana from all railroads. Contact (SSAE, please): Dave Fraser, 205 Sundown Trail, Jackson, MS 39212.

GALESBURG, ILLINOIS, August 8. Railroadiana Show & Sale in conjunction with the annual convention of the National Association of Timetable Collectors. All types of railroadiana; not a model railroad show. Jumer's Continental Inn, I-74 Exit 48 at East Main Street, 9am-3:30pm. Contact (large SSAE, please): Kent Hannah, P.O. Box 1182, Galesburg, IL 61402; 309/343-4019.

ATLANTA, GEORGIA, August 15. Southeastern Railroadiana Collectors 10th Annual Model Train Show & Sale at the Georgia International Convention and Trade Center, south of Atlanta Airport. 9am-4pm. Admission $3, under 12 free. Tables $20. Contact: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

ATLANTIC CITY, NEW JERSEY, August 22. Patcong Valley Society of Model Railroaders 6th Annual "Gamblers Special" Train Meet, Show & Sale. All gauges, operating displays and layouts at the Lions Blind Center, 300 Albany Avenue. 10am-4pm. Admission $2, under 12 free. Tables $12 in advance. Contact: Tom Brennan, 1534 Woodlynne Boulevard, Linwood, NJ 08821.

INDIANAPOLIS, INDIANA, September 12. Fourth Annual Indiana Traction Meet, 11am-10pm, at the Indiana Convention Center, Room 142, 100 South Capital Ave. Includes slide show history of C&LE. Contact (SASE please): Ron Stuckey, 1325 Spruce St., Indianapolis, IN 46203.

ST. LOUIS, MISSOURI, September 19. McDonnell Douglas Railroad Club Show & Swap Meet at the North County Recreation Complex, 2577 Redman Road from 10am-3pm. Free admission, tables $10 before August 31, $12 after. Contact: Bill Holmes, 1402 Langholm Drive, Florissant, MO 63031; 314/837-5664

WINTER GARDEN, FLORIDA, September 19. Central Florida Chapter NRHS Railroadiana, Model and Toy Train Show & Sale in the Tanner Auditorium, West Garden Street on Lake Apopka; 10am-3pm. Adults $2, under 12 free. Contact (SASE please): David Rhea, 906 Center Street, Ocoee, FL 32761; 305/644-6777.

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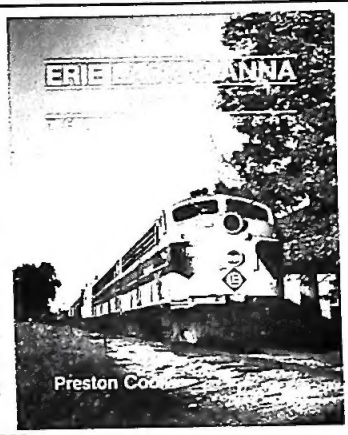

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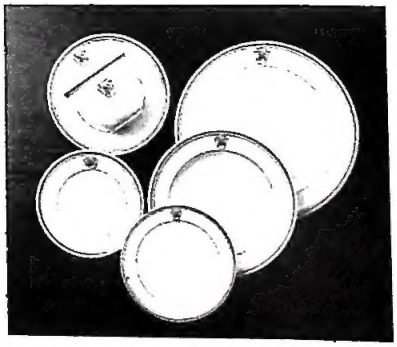

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5101 FRESH TREES AND FULL STEAM "May you and yours this Christmas Day and every day this coming year be blessed with health and happiness"
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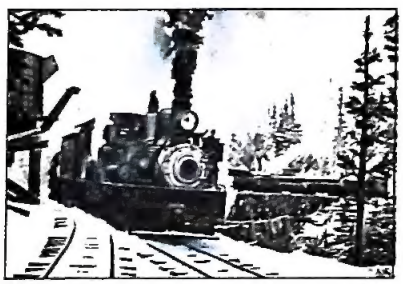
5092 RIO GRANDE SOUTHERN "May the meaning of the Season be deeper, its friendships stronger and its hopes brighter as Christmas comes to you this year"
—artist R.E. Pierce

5100 HEADED FOR TROUT CREEK PASS "May there come to you at this holiday time an abundance of the precious things of life: Health, Happiness, and Enduring Frendships"*—artist Howard Fogg*

5038 THREE FOR THE HILL "This brings a prayer at Christmas time that God will always bless your home and you and those you love with lasting happiness."
—artist Howard Fogg

5077 HOME FOR CHRISTMAS "Times change and we with time, but not in the ways of friendship." "Let us keep Christmas, holding it close to our hearts, for its meaning never ends and its spirit is the warmth and joy of Remembering Friends"*—artist Carl J. Smith*

5088 WYOMING BLIZZARD! "Merry Christmas and Best Wishes for a Happy New Year"*—artist Howard Fogg*



5068 WINTER ON THE WEST SIDE "Merry Christmas and Best Wishes for a Happy New Year"
—artist Jan P. Rons

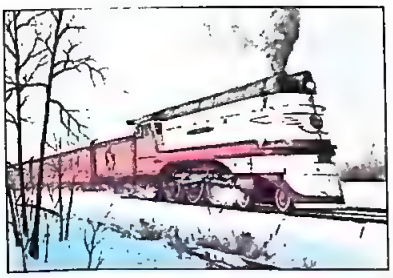
5002 HOLIDAY LOCAL TO THE NORTH COUNTRY "Peace and Good Will at Christmas and through all the New Year"*—artist Howard Fogg*

5095 WESTERN MARYLAND WINTER "May there come to you at this holiday time an abundance of the precious things of life: Health, Happiness, and Enduring Friendships"*—artist Howard Fogg*

5014 THE WABASH CANNONBALL "With Best Wishes at Christmas and Happiness through all the Coming Year"*—artist Howard Fogg*

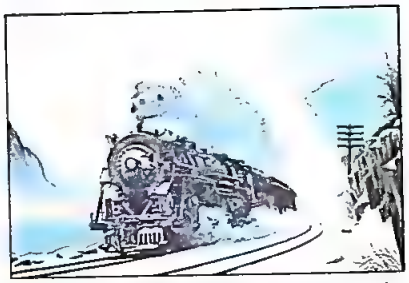
5090 SOO LINE WINTERSCAPE "May the Peace and Happiness of the Christmas Season abide with you through all the Coming Year"*—artist Mike Danneman*

5041 PRIDE OF THE NORTHWEST "From our crew to yours... Merry Christmas and Best Wishes for a Happy New Year!"*—artist Howard Fogg*



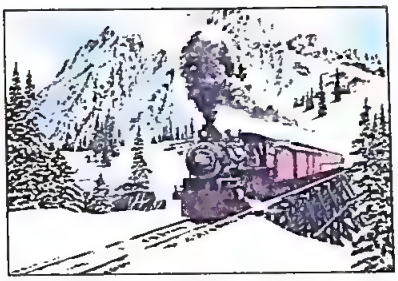
5093 NORTH WOODS HIAWATHA "Merry Christmas and a Happy New Year"—*artist R.E. Pierce*

5076 "Joy Is the Spirit of Christmas—Peace Is the Hope of the World" "May the Peace and Happiness of the Christmas Season abide with you through all the Coming Year"—*artist Jodie Boren*



5013 GREEN FLAGS FOR A CHRISTMAS RUN "May the meaning of the Season be deeper, its friendships stronger and its hopes brighter as Christmas comes to you this year"—*artist Howard Fogg*

5065 THE CALIFORNIA ZEPHYR "With every good wish for Christmas and the New Year"
—*artist Howard Fogg*

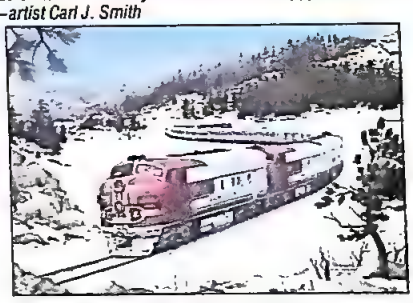


5096 HOME FOR CHRISTMAS "To those we love and see each day, and other loved ones far away, to all good friends whose friendship means so much, and those with whom we're somehow out of touch... Merry Christmas and Happy New Year!—*artist Jodie Boren*

5060 "To those we love and see each day and other loved ones far away, to all good friends whose friendship means so much and those with whom we're somehow out of touch... Merry Christmas and Happy New Year"
—*artist Carl J. Smith*

5082 BIG BOY IN ECHO CANYON "Merry Christmas and a Happy New Year"—*artist Howard Fogg*

5054 THE YANKEE CLIPPER "Merry Christmas and a Happy New Year"—*artist Howard Fogg*



5089 SANTA FE SUPER CHIEF "Merry Christmas and a Happy New Year"—*artist Mike Danneman*

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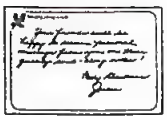

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5038	5076	5092	
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5054	5082	5095	

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Fundamentals Of The Steam Locomotive First published in 1949. Illustrations of components and early locomotives and information on erecting the locomotive. $6.50 each.

100 Years of Steam Locomotives Edited and compiled by the late Walter Lucas, the book was originally printed in 1957 and contains 278 pages. It's the best illustrative history of the steam locomotive we have ever seen. Over 900 photos and illustrations!
Rail hobbyists in general and model builders in particular will appreciate this volume. In fact, anyone familiar with the use of a simple scale can readily recreate a desired type of locomotive in miniature based on a given illustration in the volume.
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Basic Steam Locomotive Maintenance *Now in paperback!* For the first time, one source combines the folios, drawings, charts, diagrams and tests used to educate generations of steam locomotive people, and was created by D.C. Buell, the innovator in railroad training. The book's 333 pages include more than 300 original illustrations and cover subjects such as hand firing, the theory of combustion, locomotive valves and valve gears, and other important aspects of steam locomotive. *$21.95* each.

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TEMPLE, TEXAS, September 19-20. Centra-Mod presents the Texas Train Festival at the Frank Mayborn Convention Center. Saturday 10am-6pm, Sunday noon-6pm. Adults $2.50, children 6-12 $1, under 6 free. Contact: Pat Winters, P.O. Box 2453, Temple, TX 76501.

GREENVILLE, OHIO, September 20. All Trains Flea Market at the Darke County Fairgrounds, 11am-4pm, adults $1, under 12 free. Tables $10. Contact: Larry C. Zeller, 4646 West US 36, Piqua, OH 45356; 513/773-7186.

EDMONDS, WASHINGTON, September 20. Swamp Creek & Western Railroad Club 8th Annual Sooper Swap & Clinic Meet at the Frances Anderson Recreation Center, 700 Main Street. The show will feature model railroad materials and railroadiana with clinic demonstrations noon to 5pm. Contact: Roger H. Ferris, 211 Railroad Ave, Edmonds, WA 98020; 206/283-0637.

KITTANNING, PENNSYLVANIA, September 20. Central Armstrong Model Railroad Train Show at the Kittanning Township Firehall, East Route 422, 10am-4pm, adults $2.50, under 12 free. Contact: James W.Boyer, R.D. 2, Ford City, PA 16226; 412/763-8327.

RUTLAND, VERMONT, September 26. Rutland Area Railroadiana & Model Railroad Show at the Vermont State Fairgrounds, U.S. Route 7 So. 10am-4pm, adults $2.50, 6-12 $1, under 6 free. Contact: Karen Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

ALLENTOWN, PENNSYLVANIA, September 27. Lehigh Valley Chapter NRHS Railroadiana and Model Railroad Show & Sale at Dieruff High School, Washington and Irving Streets from 10am-4pm, (two miles south of US 22 at Airport Road exit.) Adults $2, family $3. Contact: Paul A. Kuehner, P.O. Box 300, Laurys Station, PA 18059; 215/799-2530.

PERRIS, CALIFORNIA, October 3. Southern California's Railroadiana Swap Meet at Orange Empire Railway Museum, 2201 So. A St., 9am-2pm, admission $2, or free with all-day passes. Contact: Orange Empire Railway Museum, P.O. Box 548, Perris, CA 92370.

WATERBURY, CONNECTICUT, October 4. Crosby High School Senior Class Train & Railroadiana Show at the Crosby High School, 300 Pierpont Road, 10am-5pm. Admission $2, kids under 12 free. Contact: Brenda Wooding, 165 Meriden Avenue, Southington, CT 06489; 203/628-8912.

GREAT AMERICAN TRAIN SHOW, 1987 season. Each show will be open noon-5pm both days. Admission $4 for adults, under 12 free with adult. Contact: GATS Ltd., P.O. Box 1745, Lombard, IL 60148; 312/834-0652.

Milwaukee, Wisconsin, October 24-25, The Mecca.

St. Paul, Minnesota, October 31-November 1, St. Paul Civic Center.

Louisville, Kentucky, November 14-15, Commonwealth Convention Center.

Indianapolis, Indiana, November 21-22, Indiana Convention Center.

Railroadiana

What's new?

Summer simply could not begin until we announced that the *1987 Steam Passenger Service Directory* from the Empire State Railway Museum is out and, as in the past, is loaded with up-to-date information, photos and discount coupons for use at tourist railroads and museums. This 22nd annual edition has 214 5½"×8½" pages and is similar in format to previous years with a bright view of a Roaring Camp & Big Trees Shay on the cover. This book is a handy research guide and a big help when planning vacations as it gives the 1987 operating schedules for over 180 tourist railroads and museums, along with fares, addresses, phone numbers and equipment rosters. It sells for $6.50 and is available at most museum and tourist railroad gift shops or by mail from the Empire State Railway Museum, P.O. Box 666, Middletown, NY 10940.

On the deadline day for this column we received a copy of Ted Benson's *Echoes Down the Canyon, a Western Pacific Journal: 1968-1986*, a 64-page 9½"×12" hardcover of superb black & white photography with excellent reproduction. In a rare blending of text and photography, we are treated to Benson's very personal encounters with his favorite railroad. It is immediately evident that this is no ordinary train book but a real work of art. One would expect nothing less from the folks at Westrail. It sells for $24.95 and is available from Westrail Publications, P.O. Box 300, Glendora, CA 91740.

A quality production in a completely different direction is John F. Stover's *History of the Baltimore & Ohio Railroad*, a 6"×9½", 420-page hardcover published by the Purdue Research Foundation and selling for $29.50. This book is a comprehensive history of the nation's first common carrier with a nice mix of vintage photos, maps and tables which compliment the text. While this looks like a typical textbook with a minimal amount of photography, it is not dry reading. It is available from the Purdue University Press, South Campus Courts D, West Lafayette, IN 47907.

For Burlington Northern fans, Bob Olmsted's "The Green Machines" is now available. This 8½"×11" 128-page hardcover offers a pictorial look at the BN opera-

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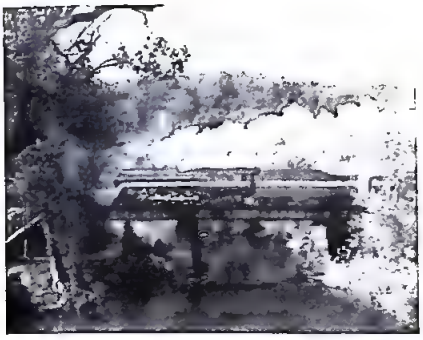
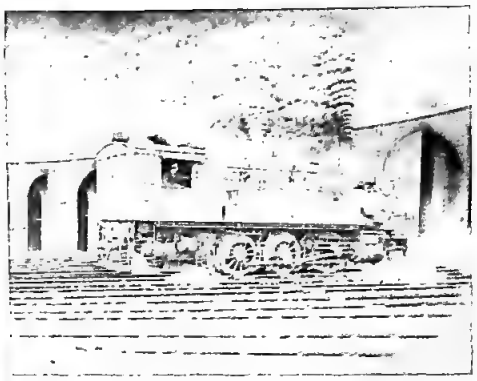
tions primarily on the former-CB&Q with a few side-trips into Texas and other prairie locations. The action photography is typical of Olmsted's well-established style with a nice mix of looming SDs, broadsides across the fields and an assortment of grain elevators and bridges in over 225 well reproduced black & white photographs. The book sells for $33.00 in U.S.A. and Canada and $37.00 foreign and is available from Robert P. Olmsted, 8280 Janes Ave. #44A-1700, Woodridge, IL 60517. Illinois residents add 6% sales tax.



Greg Scholl, known for his videotapes, demonstrates his abilities as a still photographer in an impressive 18″×22″ full color poster of N&W J 611 crossing a low trestle at Wabun, Virginia. The colorful autumn scene is beautifully lit and shows the J broadside in full stride. The image size is 16″×20″, and the print sells for $9.95, postpaid. Additional posters $7.50 each (with same order) and are available from Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45103; 513/732-0660. Visa and MasterCard accepted, Ohio residents add 6% sales tax.

One Man's Locomotives, by Vernon Smith, is a 182-page 8½″×11″ hardcover relating the story of his railroad career that spanned the steam and diesel eras. Vern Smith started in the '20s firing and running locomotives in Minnesota iron ore country. He then became a designer for Lima Locomotive Works and Franklin Railway Supply (the poppet valve people,) where he worked with the Pennsy T1s and quite a variety of other poppet valve equipped power. Sensing the end of steam, he moved to the Santa Fe, where he worked with both steam and diesel power for ten years before going on to be come the motive power superintendent of the Belt Railway of Chicago. Many of the photos in the book are

It is a below zero, misty morning in 1954 at the 48-stall Shoreham roundhouse in Minneapolis. This Centennial limited edition print by illustrator Philip Sularz depicts an awakened Soo Line 0-6-0T X-90 as she prepares to do battle against the bitter Minnesota cold and groaning iron. The escaping exhaust and heavy flange squeal noisily demonstrate the X-90's active role in work service at Shoreham shops. But it is late and her future has few tomorrows. Limited edition prints are available in two sizes: 14"x17" - $15.00 ea. and 17"x20" - $25.00 ea. with a clear margin. Prints are signed, numbered, titled (Winter Goat) and printed on 65 lb. Navajo Cover. Prints are mailed in a sturdy tube with history sheet. Please include $2.00 for postage and handling. Make check or money order to:



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East of Bluefield

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Out of deference to the thousands who lined the tracks to record 1218's initial onslaught on the Blue Ridge, no helicopter shots were made of this event. In their place we have added Archie Julian's 13 min. classic **"Battle For The Blue Ridge,"** now in sound. It has the thundering articulateds on the coal drags, 70 MPH run pasts of the 'J's busting their guts against the 2%. It has branch line operation: Pacifics, a rare breed on the N&W, double and triple heading, The "Jawn Henry" the N&W experiment with coal turbines, in helper service and the 'Y' class, spinning out again and again on the 3% of the mine branches. One Hour. 185 Run Pasts $39.95

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his own, and the book bears a touch of editing by Louis A. Marre. The photo reproduction is quite good, and the entire book is attractively laid out. It is fascinating reading for any student of motive power. It sells for $33.95 plus $1.50 postage from Interurban Press, P.O. Box 6444, Glendale, CA 91205.

Thomas T. Taber III has reprinted *The Rock-A-Bye-Baby, History of the Rockaway Valley Railroad in New Jersey.* This 8½″×11″, 60-page, softcover was originally published in 1972 and is one of the few things ever available on this little line which ran between Morristown and White House Station, N.J.—which is not surprising when you consider that the railroad was pulled up in 1918. The book is well written and sells for $5.00, from Thomas T. Tabor III, 504 South Main Street, Muncy, PA 17756.

A selection of 1987 postcards from Audio-Visual Designs has arrived, and they look good. They show various railroad and trolley scenes with many vintage subjects; like a 1958 view of New Haven EP3 352; C&NW Ten-Wheeler 1429 on the turntable at Ashland, Wis.; or a Boston Type 5 trolley meeting a PCC in East Watertown, Mass.—all in nicely-lit color. The reproduction is very good, and the colors are right, with no obvious printing flaws. Standard 3″×5″ are three for 50 cents, and the 6″×9″ Super Post Cards are 35 cents each. A list is available (SASE please) from Audio-Visual Designs, P.O. Box 24, Earlton, NY 12058-0024.

Now available from the Massachusetts Bay Railroad Enthusiasts is the *Railfans Guide to Eastern Massachusetts and Rhode Island.* This map-like booklet unfolds and on one side contains both expanded and condensed maps of eastern Massachusetts and Rhode Island including major highways. The other side shows listings for the various regular and tourist operations. This handy little item sells for $3.75 from the Mass. Bay RRE, P.O. Box 360, Babson Park, MA 02157.

Calendar Call

The 1988 railfan calendars have started to roll in, and the honor of being the first one goes to the Mountain State Railroad & Logging Historical Association. This year's 11″×17″ folded out calendar has 14 vintage black & white scenes of two and three truck Shays, Climaxes, steam loaders, a BC&G 2-8-0 on freight and even a mishap on a wooden trestle. It is printed on heavy stock and the reproduction is very good, especially considering that many of the original photos are from the early 1900s. It sells for $5.00 and is available from the Mountain State Railroad & Logging Historical Association, Inc., P.O. Box 89, Cass, WV 24927.

A newcomer this year is the "1988 Lackawanna Railroad Calendar" with twelve vintage b&w scenes from around the DL&W including a color cover with a pair of E8s at Mt. Tabor, N.J., in 1955. This large wall calendar features 22″×16″ sheets of coated paper staple-bound at the top and excellent photo reproduction. Artwork of the Scranton station and DL&W heralds compliment the very attractive page layouts. The photos measure nearly 11″×14″ and feature such scenes as shiny new A-B-A F3s and a pair of E8s posing at EMD in LaGrange, handsome 4-8-4s and Hudsons romping across New Jersey, passenger F3s popping from Roseville Tunnel and, of course, the *Pheobe Snow* observation car sitting in front of the Scranton station. This is a great value for only $5.95. It is published and distributed by the Scranton Hobby Distributors, 420 Lackawanna Avenue, Scranton, PA 18503; 717/342-1963.

Traction Publications **by Joe L. Diaz**

COMMUTER TRAINS TO GRAND CENTRAL TERMINAL, by Tom Nelligan, is a 64-page 8½″×11″ softcover about trains operating to and from New York's famous Grand Central Terminal. The book begins with early history before today's Terminal, then moves on to the construction and electrification of the New York Central's most famous station. The operation of NYC and New Haven suburban trains is told with well chosen photographs accompanied by descriptive captions relating scenes and equipment.

The more than 100 photographs herein illustrate much of the electric locomotive and multiple-unit train operations as well as steam and diesel power, including the dual-power FL9s. There are scenes on the NYC's Putnam Division and even a brief look at the

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New York, Westchester & Boston. In addition, several maps, timetable covers and tickets are shown. The quality of photo reproduction is excellent in this interesting and attractive publication. It is available at $7.95 from Quadrant Press, Inc., 19 West 44th Street, New York, NY 10036.

CALIFORNIA'S ELECTRIC RAILWAYS, AN ILLUSTRATED REVIEW, by Harre W. Demoro, is a 214-page, 8½"×11" hardbound book designed to give the reader an overview of all electric railways (street and interurban) that operated in the state of California from the small Humboldt Transit Co. in Eureka (which faded away in 1940) to the well known, large systems in the Bay area, Los Angeles and San Diego. Along the way, there are brief stops at the Bakersfield & Kern Electric Railway; Fresno Traction and San Jose, Petaluma & Santa Rosa Railway, to name a few. Over 325 photographs with detailed and interesting captions give the reader a great deal to enjoy, especially since most of the photographs have not been seen previously—a real bonus in any book!

Additionally, the author examines the new era in California traction, with good coverage of the BART system development, the Muni in San Francisco and a brief look at the San Diego trolley. This is a book we certainly recommend. It is available for $36.95 plus $1.50 postage from Interurban Press, P.O. Box 6444, Glendale, CA 91205.

Book Reviews

The Many Faces of the Pennsy K4, by Bert Pennypacker and Alvin F. Staufer. Published by N.J. International, Inc., 77 West Nicholai Street, Hicksville, NY 11801. 178 8½"×11" pages, horizontal format, perfect bound $21.95.

This book gives a complete story of what was probably America's most distinctive passenger locomotive from its beginnings just after World War 1 with basket pilot and box headlight, through streamlining and the passenger train heyday, to post-World War II activities and the New York & Long Branch with a top-mounted headlight and drop-coupler pilot. An interesting and detailed chapter on how the K4 evolved from E6 Atlantics and Alco's K29 Pacific is followed by a discussion on why the K4 was a successful locomotive type and a favorite of both railroaders and the railroad. Chapters then go into the expansion years, covering improvements and innovations which helped the K4 survive into the "modern" days. As the Pennsy quickened its timetable, the K4 was able to cope with the addition of stokers and larger tenders while some were equipped with poppet valves. There is a fascinating chapter on the streamlining which began in the late 1930s. I have never seen so many streamlined K4 photos in one place, including rare publicity photos of 3768 with its unique six-axle tender and a train on Rockville Bridge. The authors then reflect on their own recollections of the K4 and the Pennsylvania Railroad which date back to the 1940s and wind up on the New York & Long Branch in commuter service. The first K4 to be scrapped, 8309, was in 1938, due to a derailment. This event, and the wreck which forced the retirement of the second and third K4, are described in a dedicated chapter complete with historical chronology of the locomotive and an assignment list.

This is a very interesting book and not at all hard to read. The writing is excellent while the research and historical data are impeccable. Authors Pennypacker and Staufer should be commended. The use of rare photos of the major assemblies, frame, cylinders, slide and poppet valve castings and running gear detail, along with tables and a roster, make this a complete book on the K4. Over 150 black & white and 20 color photos, are contained within. There are three gatefolds with two full-color renditions of the "as built" and "streamlined" K4 and also drawings in HO scale of the these and the "Long Branch" version.

If the book has any downfalls, they are "mechanical." The reproduction is very good, though the quality of a few color originals leaves a lot to be desired. Yes, I know the subject is old, but not that old. There are some captions that don't match the photos, and the book desperately needs an index if it is to

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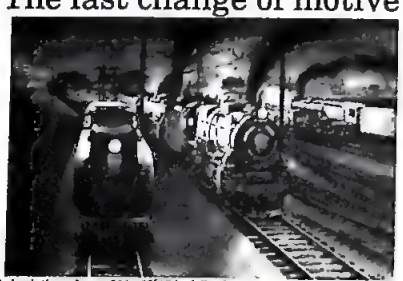

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be used for research. With the 1361 now under steam, the K4 is now a contemporary topic, and this book tells its story well—MIKE DEL VECCHIO.

SPSF Motive Power—1986, Southern Pacific and Santa Fe Prepare to Merge, by Joseph W. Shine, published by Four-Ways West Publications, P.O. Box 1734, LaMirada, CA 90637-1734, perfect-bound softcover, 8½"×11", 130 pages, $25.00.

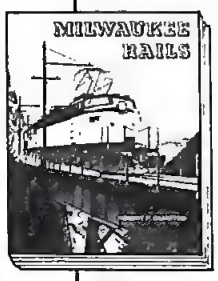
Two of the most closely watched railroads in the United States are the Southern Pacific and Santa Fe. Their fans are legion, and so are the books about them. Now comes one of the first attempts to look at the motive power of both railroads when, and if, the merger finally happens.

To do this, the author had the tricky problem of combining two rosters that were both surprisingly similar, yet light years apart. Each has numerous models the other does not, and each has different operating practices, from where to place helpers, to what type of end-of-train device to use.

In combining the two forces, Shine has done a credible job, briefly explaining the history of the various classes of units, which ones have been retired, why on some units the SP's come first in the renumbering and on others the Santa Fe's. Sometimes the two railroads have a philosophy that is compatible, as in the use of second generation C-C power, while other times, it is just the opposite—witness Santa Fe's usually clean-as-a-whistle GP30 fleet, then check out SP's rolling cripples. Santa Fe rebuilds their SD39s, SP dumps them from the roster. One railroad rebuilds with a chopped nose, the other leaves the hood as is.

There are, however, a few drawbacks to this book. For one thing, Shine sometimes relies on quantity of photos to replace quality. There are many good, clean photographs—although far too few depicting action. But there are also many really unacceptable ones which are badly cropped, leaning one way or another, or just badly printed. Shine could also use a copy editor.

Yet despite these shortcomings (and this reviewer's hope that if there are future editions they be done on a better typesetting machine), there is considerable merit to this, his first book publishing effort. Shine has amassed a large amount of information and



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has managed to digest and make it understandable, not only by the diehards, but for the neophytes and casual observers as well.

If the two railroads do not merge, *SPSF Motive Power—1986* will become a collector's item, tangible proof that SPSF stands for "Shouldn't Paint So Fast." If they do combine, this will be the first book many will turn to for answers—DAVID C. LUSTIG.

Lima, The History, by Eric Hirsimaki, published by Hundman Publishing, Inc., 5115 Monticello Drive, Edmonds, WA 98020, 351 8½"×11" pages, hardcover, $38.50.

Of the big three locomotive builders in the age of modern steam power, Lima Locomotive Works seems to me the most fascinating. In the years that followed the Civil War, the Lima Machine Works built sawmill machinery and farm implements. The quality of their sawmills, widely sold in Michigan, attracted Michigan loggers who wanted locomotives, and a few were built beginning in 1878. Then Ephriam Shay came by with his geared locomotive design, and with improvements by Lima, Shay production began in 1880.

Until 1910, most of Lima's production was Shays, but the largest of these (91 tons in 1890, 150 tons in 1903) were comparable in size, boiler pressure, etc., to main line "rod" engines of the time. After 1910, Lima tried hard for orders for what they called "direct" locomotives from the main line railroads. By 1925, Lima was ready with the A1 2-8-4, the Super Power machine that set the pattern for the final big step in steam locomotive evolution in America. Lima built 60% of all U.S. 2-8-4s, contributed C&O's 2-6-6-6 Allegheny (which recent research concludes was a few tons heavier than UP's Big Boy), and made a brilliant mark in locomotive history during the final years of steam construction. Early to begin work on diesels but late to enter the market seriously, Lima merged with Baldwin and built its last diesel switcher in 1951, then faded from the railroad scene. Total steam and diesel production was about 7500, around 10% of Alco or Baldwin.

Eric Hirsimaki has done a good job of detailing the history of the company and its locomotives. The author has a nice feeling for the close ties of the Lima Works to the city of Lima, Ohio—how company and town grew and supported each other. His narrative of corporate history is full of insight into the problems of stock control, personalities, and the odd events that spell the difference between financial success and failure. The material is not dull—some chapters are cliffhangers as Lima deals with the depression of the 1890s, or the early 1920s when experts predicted thousands of locomotives would be needed but there were almost no orders, or developing the Super Power concept in bad times that were supposed to be good.

Woven all through the book are details of the process of design and improvement of locomotives, from Shays to proposed 2-12-6s. The very beginnings of geared locomotive building are examined in more detail than ever before. The evolution of Shays is covered in a general way, with details of major improvements. A detailed history of Shay de-

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sign is still to be written, but the book has lots of interesting Shay data, much of it never in print before. The fact that early production of "direct" locomotives began to outsell Shays is discussed in considerable detail, often order by order. Particularly good is the discussion of Super Power, beginning with construction of NYC H10 2-8-2s that outperformed similar-size H7 2-8-2s by 25% and more.

There are interesting chapters on how locomotive orders were bid on, how engines were built, and one on company photography. Sections cover a venture in building motor trucks (Alco also built motor vehicles), the production of Patton Tanks during WWII, and the development of the highly successful shovel and crane division, including the development and production of a line of diesel locomotives.

At the back of the book are rosters of locomotives built by Lima (though these do not trace the engines beyond first owners, and the resale of Shays makes their history particularly fascinating). The Shay roster lists the Shay class (65-3 for 65 ton, 3 truck,) thus defines each engine much better than ever before in a published work. The rod locomotive roster lists all the engines from 1906 on by order number. The earlier "direct" locomotives are buried in the Shay roster, because they shared the Shay construction number sequence up to C/N 1000. These rosters are an invaluable reference.

Lima is illustrated with hundreds of photos, most taken by Lima company photographers. They include great shots of locomotive construction and of steaming tests amid the clutter of the plant yard, portraits and a few in-service pictures. Photo reproduction is very good. Also reproduced are many Lima erection drawings from the California State Railroad Museum collection—interesting, but too small to permit reading many of the dimensions and notes without a magnifying glass.

There are varied little errors, as on page 68 where the photo of a Shay truck is not of the standard arch bar design as the caption claims, but of an early truck using castings. Many drawings of two truck Shays are titled as three truck engines, as on page 95 where a 42-2 is titled "42-3," an error that should have been caught in proofreading. My major complaint is in the layout and editing. The complexity of handling the material between publisher, printer and writer often denies the author the chance to go over the whole of his work critically. Captions for all the photos on a two-page spread are run together, making

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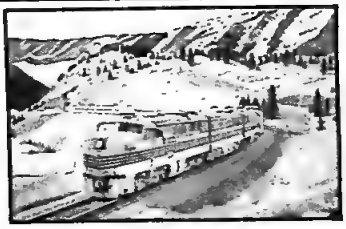

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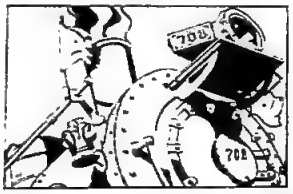

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it slow to find the caption for a particular photo. Special text inserts, set aside with a gray background or black borders, are scattered throughout the book without introduction. Both illustrations and inserts need to be keyed to the text in some way. Parts of the text seem chopped up and hard to follow, as if it was cut or rearranged and not proofread. The worst is page 202, where some interesting material that doesn't fit anywhere in the text, begins and ends in mid-sentence. It seems to be a fragment of the 1941-42 history presented on page 204. With so much information in the book, an index would have been useful.

Problems aside, *Lima* is a good book that tells a great story of the underdog builder with lots of fascinating information and pictures, and I recommend it highly—GEORGE DEIKE.

We'd like you to meet...

Kenneth G. Johnsen

Ken Johnsen is equally at ease motoring trolleys in Yakima or filling teeth at his dental office in Kent, Washington. He had first proposed the idea of trolleys to the Yakima City Council in 1973 and, somewhat to his surprise, was taken up on the idea. He then helped locate vintage trolleys for them in 1974 and has been a motorman there ever since. The new Washington Central Railroad (whose story he relates in this issue) operates in the trolleys' "back yard."

He credits his father for his interest in trains. Many "boys' days" spent together took place at engine terminals or chasing remaining steam engines in the late 1950s and 1960s. The Johnsen family moved from their native California to various parts of the country before settling in Washington State in 1965. Living in the South, Northeast and Intermountain Region gave Ken a varied and cosmopolitan appreciation of the railroad scene. However, the steam locomotives of the Southern Pacific have always remained his first love.

He took his first railroad photo in 1955 at the ripe old age of nine. He has been at it passionately ever since, and his photos have been seen in all of the major railroad publications. Ken began writing about trains in 1967 and has scores of magazine articles and three books (*Washington Steam Locomotives, Apple Country Interurban* and *Daylight: 4449's Family Album*) to his credit.

Hobbies are enjoyed most when they are shared with others, so in 1985 Ken began teaching courses on photography and publishing at a vocational technical institute. Several prominent Northwest railfans have been his students. Ken has also been employed as a consultant for historical documentation by such organizations as the Union Pacific Railroad and the Washington State Department of Archaeology & Historical Preservation.

In 1972 Ken married Lauri Ainsworth of Yakima, who is very tolerant of his railroad hobby. As evidence of that, he has two large Northern Pacific semaphore arms hanging

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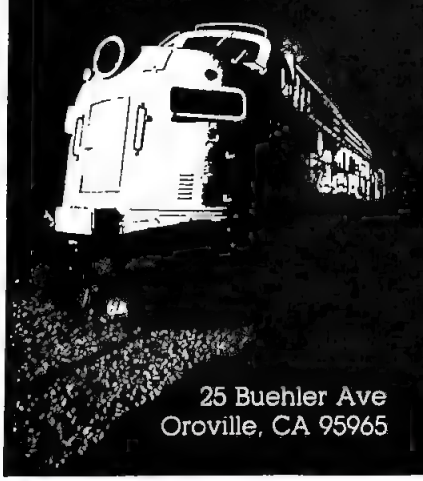

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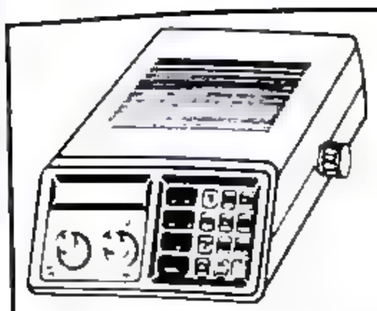

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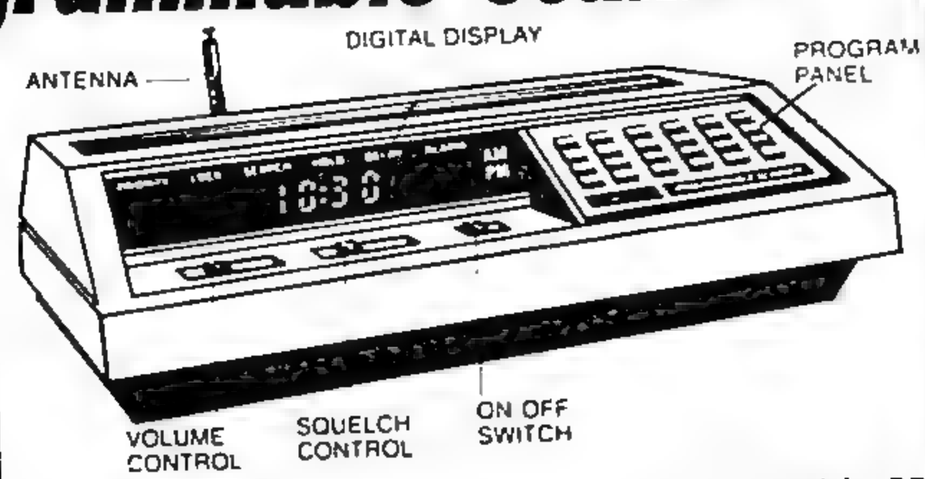

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on the wall of the dining room. In 1982 his only son, Stephen, was born. By age four, Stephen was going on "boys' days" with dad to the railroad yards and photographing trains with Ken's old Kodak Signet 30 camera. A chip off the old block, Stephen already had his first railroad photo published before his fifth birthday.

Ken and Stephen model trains in both HO and 12-inch scale. Their full size rolling stock includes a 1913 Northern Pacific caboose and a 1937 Davenport 0-4-0T steam locomotive which is leased to the Camp 6 Railroad Museum at Tacoma's Point Defiance Park. If the two of them can quit taking pictures long enough, they might just learn the fine art of firing and running their locomotive on the museum railroad! ⊂

Camera Bag

BY JIM BOYD

VCR Basics—II

GUEST COLUMNIST: MIKE DEL VECCHIO

In the July CAMERA BAG we talked about the purchase of a VCR and what to look for. This time, we'll look at what happens after the purchase.

The placement of your VCR in the room is important for a trouble-free service life. As with most electronic equipment, a cool, dry, reasonably dust-free environment is preferred. Take note of the vents that occupy almost the entire back half of the VCR. These vents are to keep air moving freely throughout the unit. The mechanics and electronics of a VCR make them very heat and moisture sensitive—as those of you with VCRs in your basement are probably already aware. The important thing is to keep the vents clear and allow room for air to circulate freely. This will keep the VCR from becoming too hot, while preventing moisture and dust from lingering within the machine. Dust covers are a good idea, but only when the VCR is not in use. It is not recommended to leave a dust cover on while the machine is running as this prevents the free flow of air. Some machines have "dew" indicators. When the moisture is high, the VCR will either not turn on, or, if already on, will shut down. If this happens, the situation must be remedied, either via dehumidifier, air conditioner or whatever. I remember one case where a gentleman had a moisture problem. By putting drink coasters underneath the feet of his VCR, he raised it enough to permit free air flow, and his problem was solved.

We are all tempted to put the VCR right on top of the television, but this should be avoided. Televisions in general, especially the big screen sets (24" or bigger), have to generate a tremendous voltage to produce that bright picture. This high voltage creates a magnetic field which will in time effect the performance of your VCR. It may not be apparent right away, but, sooner or later, it'll getcha'. You may need to buy longer cables, but try to keep the VCR at least a foot or so from the television set. For this same reason, tapes should not be stored near a television either.

Another consideration is that of the cables themselves. Try to leave room to reach around back and work with the cables. Most cables are not very flexible and this will help prevent any unnecessary strain on connectors. Also, the first time you have to hunt for a loose connection or add an accessory, you will appreciate that little extra "thinking ahead" you've done.

It seems the best place to put a VCR is either in a wall unit or shelf, preferably at, or just below eye level, leaving provisions for the cabling, of course. Having the VCR at eye level makes it easier to program and operate, while raising it above most obstructions in the room (tables, lamps, small children, etc.,) for a longer remote control range. A detail to consider when buying a VCR is the size and clarity of the programming display. Big and bright digital displays are a real convenience (Editor Boyd bought a good VCR, but its display is rather small and recessed into the instrument face; when he first had it on a coffee table, before building an

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eye-level shelf, he found it nearly impossible to program because the display could not be viewed from above).

There is very little maintenance that the home user can do to a VCR. Aside from keeping dust from building up and occasionally checking the connections, they pretty well take care of themselves. Except for the matter of "cleaning the heads."

Inside your VCR is a "drum," usually three inches in diameter, sitting at roughly a 60-degree angle from level. When operating, this highly-balanced drum spins at several hundred revolutions per minute. In the PLAY mode, many mechanical things will happen. Several little fingers reach into the video cassette from the bottom and wrap the tape around the drum, also engaging the pinch rollers, capstan and erase head. A specific "tension" must be maintained throughout the play cycle, the tape cannot be too tight, or too loose. The video "heads" are little slits located horizontally on the drum, equidistant from each other (two heads are 180 degrees apart, four heads are 90 degrees apart, etc.) The effect of the tape moving across the spinning drum at a slight angle is called "scanning." Of course, the more heads scanning the tape the better. Without getting too technical, these heads are actually very thin magnetic pickups that extend to the surface of the drum. The pickups are suspended and do not make contact with the outside surface. They are attached from within using a brittle, non-magnetic material. Dust and dirt build up and do the most harm when trapped between the head itself and the drum.

The actual cleaning of the head is not a difficult job, but extreme caution must be taken due to the delicate nature of the drum construction. More than one technician has damaged a video head trying to clean it. Many home video head cleaning systems are available. Video head cleaning cassettes, even the "wet" type, are not recommended. The cloth tape doesn't really get to where the dirt is, and there is the risk of getting cloth fibers caught between the head and the drum. Do not use cotton swabs because the cotton fibers tend to "catch" on the heads themselves, thus creating the risk of physically "breaking" the head.

Long-handled "chamois" swabs will do the job and are generally available with the proper cleaner. If you choose this method, follow closely the instructions on the package and *do not* touch the outside of the drum. A fingerprint will attract dirt quickly, and the head will have to be cleaned again before you see the first caboose. I recommend taking the

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VCR to a qualified repair shop. If there is enough dirt on the head to eliminate the picture, then there is equally as much dirt throughout the rest of the system, which if allowed to build up will cause more expensive problems. A repair shop will thoroughly clean the entire system, adjust alignment and tension, and lubricate rollers and bearings. These adjustments can only be done with specialized equipment, and the guaranteed work is worth the price.

Dirty heads are probably the most common problem a VCR will encounter, and all regularly-used machines will need to have them cleaned eventually. It's normal. The symptoms of a dirty head can sometimes vary from machine to machine, but usually the sound will begin to get a little "patchy" before the picture actually goes. When the picture does go, it will flicker and bounce around with white lines laced through it. Though heads will usually get dirty gradually, it is possible for one tape to mess things up. When renting or borrowing tapes, it's always a good idea to look the cartridge over before taking it. If it appears to have been kept in a dusty or damp environment, it might be a good idea not to use it. Other problems have symptoms similar to dirty heads. When seeing a jumpy picture, always check the "tracking" first. Tapes recorded on other machines may also give the appearance of a dirty head. Simply adjust the tracking. Loose connections within the machine may also give a similar appearance. If there is no picture at all, just "raster" (TV talk for static, picture and sound), check for loose cables. Video heads will almost never get that dirty.

When recording, there are a few things to keep in mind. As with any system of recording onto magnetic tape, the faster the tape moves across the recording head, the better the end result. Most VCRs have slow and fast speeds. The faster tape speed will give the better results. On a VHS system and T-120 tape, the fastest speed will give a two hour recording time with good quality. The slowest speed will give a six hour recording time, but the sound and picture quality will not be as high. Most machines also have a middle speed which is a compromise to the two extremes. If you collect movies, the slower speed will allow more movies on less tapes, but quality is sacrificed. Something that is of special value may certainly be worth using the faster recording speed.

There are differences in blank tape quality and grade. There are several brands of blank video tape, some well known, some not. Almost all of them offer different grades of tape: Premium, High Grade, Super High-Grade, Hi-Fi, etc. After a while, they get confusing, who knows which company's premium may be equivalent to another's high-grade? Many video magazines evaluate and compare different brands of tape, and every so often it pays to read one. Realistically, the major brands are all pretty good (Maxell, TDK, Scotch, Kodak, etc.) The high-grade tapes do give better picture and sound quality, but it is most readily apparent when using the slower recording speeds. The "Hi-Fi" tapes give a broader dynamic range and improve the sound quality on non-stereo and stereo machines. Each manufacturer uses their own formula on the tape itself (keep in mind, some different brands may have the same manufacturer, usually these are "off" brands or private labels.) For whatever reason, call it VCR personality, some machines act differently with different tapes. A friend may claim that TDK gives a better picture while you may feel Maxell is best—and someone always has good luck with cheap tape. This is perfectly normal, and you all may be right. The same phenomenon occurs with audio tape. For the first couple of recordings, try different brands and grades of tape and see for yourself. The best advice is stick to the major brands. Cheap tapes are more problems than they're worth. What good is a $3 tape when it causes a $45 repair bill because it won't eject? The major brand tapes do go on sale from time to time, and it may pay to stock up. Blank tapes are also great gifts.

And talk about gifts, with all the railroad videotapes being offered today, you can pick and choose your railfanning and enjoy it in the comfort of your living room. The only thing missing is the aroma of hot steam and coal smoke. Whatever happened to "smell-o-vision"?

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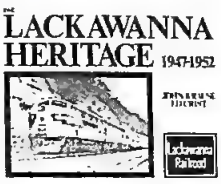

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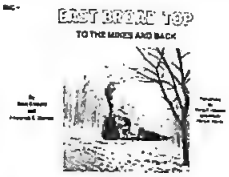

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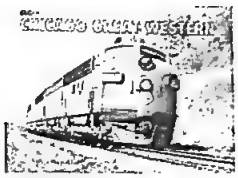

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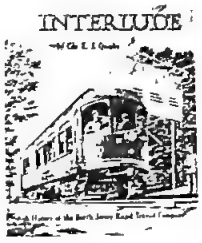

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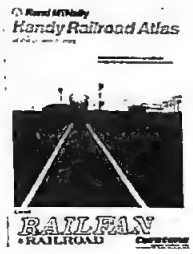

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Transit Currents

Problems and Progress

The spring of 1987 was a time of mixed fortunes for the Northern Indiana Commuter Transportation District (NICTD) and the South Shore Railroad. The most unfortunate event was another serious wreck. On April 1, about 4:55 p.m., a South Shore train operating from Gary to Chicago crashed into a hopper car fouling the main line at the State Line siding, a point just west of the Hammond station. Engineer Robert T. Martin was the only fatality. The six-car train, essentially an equipment move to get South Shore commuter cars back into Chicago for the evening rush hour, had only a few passengers on board, reducing the number of injuries. Somehow, a string of hoppers got loose in the siding, and the end hopper protruded sufficiently onto the main line to smash the cab of the lead car, killing engineer Martin. Apparently there was time between the initial emergency braking and impact for Martin to leave the cab; why he did not is unclear.

Things were not much better in the Indiana General Assembly. NICTD has faced serious financial problems since 1985. Based on a report of the Legislative Study Commission, which had reviewed the NICTD and the South Shore in 1986, NICTD had been working to get legislation passed that would provide it with the local taxing authority recommended by the Commission. The Commission report noted that an average of $4.5 million would be needed from local sources to meet projected capital and operating costs over the next ten years. But local taxing powers for NICTD were not to be; Northwest Indiana legislators shied away completely from anything to do with taxes.

The South Shore railroad, discomfited by NICTD's oversight role, sought to have the NICTD eliminated or emasculated by legislation. Both to protect itself and, possibly, to hold the legislators' feet to the fire, the South Shore petitioned the Interstate Commerce Commission on March 18, 1987, for the total discontinuation of passenger service on May 1. The NICTD countered the South Shore petition and requested an ICC investigation. The NICTD received strong backing from Indiana Governor Robert D. Orr and Senators Richard Lugar and Dan Quayle. The ICC agreed with NICTD and proposed to investigate the railroad. The South Shore asked that the investigation be held in abeyance pending an NICTD/South Shore contractual agreement. The commission agreed on April 28.

Totally unforeseen by all parties, NICTD's financial position improved enormously in early 1987. A financial audit of the South Shore for 1985, completed by NICTD in the fall of 1986, showed that NICTD owed the railroad over $2 million less than had previously been believed. Then NICTD, negotiating with the Chicago Regional Transportation Authority, exchanged some federal capital dollars for federal operating dollars and received $3 million instead of an expected $1.8 million. NICTD's financial position was totally reversed; this is happy news because it means that the NICTD is now able to support South Shore commuter service for the remainder of 1987 and, if given some cost control measures by the railroad, for all of 1988. A contract has been agreed to that will continue service at current levels. A modest peak-hour fare increase to match inflation may be imposed in late 1987.

NICTD is going to use the next two years to develop strong support in the Indiana General Assembly for the still necessary local taxing authority. The NICTD is planning to move boldly on capital improvements in the next two years, including parking lot and station improvements at East Chicago, parking lot upgrading at the Michigan City Shops station and expanding the Dune Park parking lot. Plans for a new terminal at South Bend will be dusted off. Acquisition of rights-of-way for service expansion in Lake and Porter Counties is likely to be implemented in the next two years. It is hoped that these actions will help build legislative support for NICTD and the South Shore commuter service.

The Georgetown Branch

The Georgetown Branch is a rail spur in Montgomery County, Maryland, and the District of Columbia. Running from the B&O's main line in Silver Springs to Georgetown via Bethesda, it gained some attention when the Smithsonian operated the original *John Bull* there in September 1981. Feasibility studies show that the use of the Georgetown Branch as a transitway between the Silver Spring and Bethesda Metro stations is practical in the near future. Until 1985, the branch was occasionally used by Chessie to bring coal into the District of Columbia for the General Services Administration. The transitway might be used by diesel buses, trolleybuses or light rail transit. The final decision has not been made, and the money has not been made available for construction. It appears that light rail might be the choice, but that is subject to change. The light rail line would cost more to build than the other options but would cost less to operate.

An inter-suburb link, such as might be provided by the Georgetown Branch, raises an issue that Americans will have to face between now and the turn of the century. Traffic congestion in some large cities is becoming intolerable, not just leading into center city areas, but between the suburbs around the core. In some cases, good mass transportation and commuter rail service is hauling

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

BY GEORGE M. SMERK

for the South Shore

an increasing number of people on radially-oriented trips between center-city and suburbs. However, inter-suburban transit is usually quite weak in most places and, because of relatively low densities, is extremely costly to operate on a per-passenger basis. The U.S. may see something along the lines of London where British Rail is putting into place a service which is circumferential, linking together many of the lines of the Underground and the radial commuter railroad lines north and south of the Thames. Traffic congestion is getting so bad in the Chicago region that the RTA has begun to tinker with the idea of the circumferential rail service there. Thanks to Joel Lubenau and Marion J. Zych, Jr., for the information.

MBTA Crane Car

The newest street railway crane car is No. 1500 of the Massachusetts Bay Transportation Authority. The 52-foot, self-propelled vehicle, completed in September 1986, was constructed in the Watertown Car House by 15 dedicated MBTA employees over an eight month period. The car is equipped with both a trolley pole and pantograph for 600-volt power collection. The new car is to be used on the Green Line light rail system.

Skip Clark writes that No. 1500 is propelled by a series-parallel step, resistance manual accelerator which employs a low-voltage (12 volts d.c.) controller. Dynamic braking is available in the vehicle from the traction motors. An independent eight-wheel pneumatic tread-brake system and a two-wheel hydraulic hand-brakes complete the braking systems. The car is used mainly in track maintenance.

Flashes

The Port Authority of New York & New Jersey authorized the spending of $50 million to relocate a Conrail freight spur in Hudson County, NEW JERSEY. The relocation will allow the State of New Jersey to acquire the old right-of-way along the Hudson River to be used for public transit projects. With the funds, the Port Authority will pay for the design engineering, environmental analysis and construction required to upgrade Conrail's ex-Erie Northern Branch from between North Bergen and Marion Junction in Jersey City, which will permit Conrail to reroute its freight off the present ex-NYC River Route through North Bergen, Weehawken and Hoboken. The State of New Jersey will then acquire the River Route and Weehawken Tunnel for use as a bus and light rail transitway and a service road.

In Texas, the DALLAS Area Rapid Transit Board decided on August 28, 1986, to cut 54 miles from its light rail plan and to build a 93-mile rail system. The 54 miles have not been eliminated but are simply classified as "unfunded extensions." In this limbo are lines to Dallas/Fort Worth Airport, West Dallas and South Dallas, plus a crosstown line east and west through the northern suburbs. There are no funds or plans to build the line through the year 2010, which is the last year of the current 25-year rail plan. Tom Ruffin sent the information.

Steve Scalzo sent word that the anouncement was made on September 17, 1986, that the Regional Transportation Authority of the Chicago area will take over the ILLINOIS CENTRAL GULF commuter operations through its subsidiary Metra. Metra

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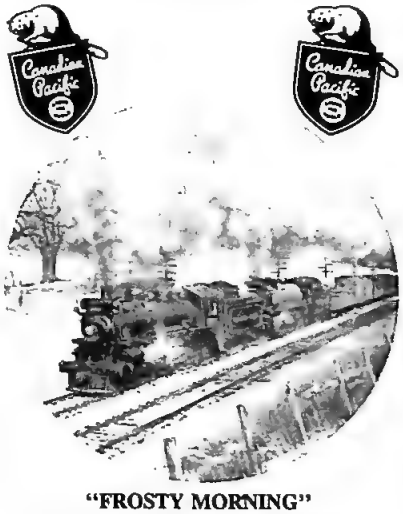

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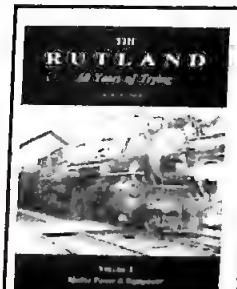

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Transit Currents

BY GEORGE M. SMERK

will purchase all of the physical assets of the railroad's commuter division, including the main line from Randolph Street to University Park and the South Chicago and Blue Island branches, including 51 station buildings and electrical substations. Not purchased will be 165 Highliner commuter cars owned by the Chicago South Subruban Mass Transit Distrcit, and the Woodcrest shops in Homewood, which are used by the ICG for locomotive maintenance.

GALVESTON, TEXAS, will soon have electric streetcars once again. The line will connect the city's beachfront with its downtwon Strand Historical District and shopping area and is expected to be completed in 1988. The Urban Mass Transportation Administration is supplying $8.56 million, the state $1.39 million, and private contributors in Galveston $749,000 in land and cash. The 4½-mile line will probably beat Dallas' light rail system to the draw for Texas rail systems under construction. Robert Terhune sent the news.

Videos

BY MIKE DEL VECCHIO

Something New

Due to technological improvements that have occurred in the past few years in the field of video tape, an impressive number of railfan videos are now available for home viewing. Their production quality ranges from extremely amateur to broadcast quality images with editing rivaling the better TV documentaries. While everyone can appreciate the top-quality videos, we cannot overlook some of the "shoestring" productions that may make available rare and unusual subjects. And being railfans and collectors by nature, we might eagerly add a less-than-professional tape to our collection simply because it contains material of particular interest.

Since the July 1980 issue we have been reviewing video tapes to help people make the decision on which tapes to buy. VIDEOS became a regular column in the May 1984 issue. Lately, however, there has been a dramatic growth in new production companies and a flood of new releases produced specifically for the railfan market. The tapes have been coming in faster than we can review them—even with our new monthly schedule—so we are adding something new to this column: a "New Arrivals" section to help you keep up with what's new in the marketplace. We will continue to do full video reviews and will endeavor to present a fair cross section of the tapes we receive.

The only thing we ask you to keep in mind is that in the "New Arrivals" section we will be presenting tapes that in many cases we have not yet had the opportunity to fully view, and consequently we will make only the obvious and minimal editorial judgments about their quality or content—that is where the feature reviews will come in. What we will report in "New Arrivals" will be the basic information on subject, length, production company and price. As with "Calendar Call," our only requirement for a "New Arrivals" listing or a review is that we receive a review copy of the tape so that we can be assured of its general quality and availability. This should best serve both our readers and the video producers.

And beginning with this issue, Associate Editor Mike Del Vecchio will be handling the VIDEOS column. Al Di Censo and Editor Boyd will continue to contribute reviews, but Mike is taking over the general administration of compiling the "New Arrivals" listings and assigning reviewers. As a place to start, let's examine the array of tapes the rebirth of N&W 2-6-6-4 1218 has brought onto the scene.

New Arrivals

"18 Wheels of Steel," by Hopewell Productions, 1714 Boardman-Poland Road, Suite 15, Poland, OH 44514. Here is coverage of N&W 1218 on the ferry move north from Birmingham and her inaugural trips from Roanoke to Bluefield, Lynchburg and Walton April 25-26, 1987. Sunny and stormy weather views, pacing, overhead, cab and "runover" shots are featured. 55 minutes, $39.95.

"N&W 1218, Rebuilt & Roanoke Bound," by Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45103; 513/732-0660. This is a single tape that relates the story of the 1218 to date in four parts. Part 1 has scenes of restoration at the shops six months prior to test runs. Part 2 features the first test run downtown and back on March 25, 1987, and then a longer run to Wilton, Ala., with freight on March 26. Part 3 presents the three-day run to Roanoke. Part 4 includes the trips from Roanoke to Bluefield, Lynchburg and Walton. 70 minutes, $49.95.

"Video Classics 1218," by Video Classics, 84 Willow Ave. No.41, Toronto, Ontario, Canada M4E 3K2. This tape covers the 1218 on her inaugural runs from Roanoke to Bluefield, Lynchburg and Walton on April 25-26 and also part of the ferry move to Norfolk on April 27, 1987. Coverage is a mix of on-train footage, runbys and pacing. 60 minutes, $27.95.

"1218 Freight," is the first of three 1218 tapes (all featuring stereo sound) from Main Line Motion Pictures, P.O. Box 24480, Richmond, VA 23224. Here the 1218 is shown on her Birmingham-Wilton break-in run round trip with two coaches, 22 empty hoppers and a caboose. Also included is 611 footage on her first trip of the year, Birmingham to Chattanooga. 55 minutes, $59.95.

"Thunder on Christiansburg Mountain," the second tape from Main Line Motion Pictures, features the inaugural fantrips from Roanoke to Bluefield, Lynchburg and Walton. Included are scenes at Roanoke, Christiansburg Tunnel and numerous runbys. The Sunday footage opens up with 1218

on the turntable in the morning fog. Scenes from the Petersburg trip are also included. 50 minutes, $59.95.

"Coal Train," The third tape from Main Line Motion Pictures captures the dramatic unannounced ferry move (departing in a raging thunderstorm) from Norfolk to Crewe, Va., where the 1218 hauled a 100-car hopper train instead of the fantrip consist. This is probably the rarest footage to date on the 1218. 25 minutes, $39.95.

Feature Reviews

"N&W A 1218," by JMJ Productions, P.O. Box 4449, Hollywood, FL 33083; 305/652-3952. 61 minutes, $49.00, specify VHS or Beta.

This is the first of the many 1218 tapes we received, and it is one of the best. This story begins with vintage movie footage of the N&W steam era, including a G1 2-8-0, Pacifics and a 4-8-0 in 1957. The articulateds take the stage with one of their oldest, the Z1B 1456, in action followed by Y6B's on freight, A's in passenger service and a scene with the "Jawn Henry."

We then see the 1218 at her Roanoke museum display site. As the camera looks at the backhead, the scene is switched to the restored 2-6-6-4 1218 with fire in the firebox. After good coverage of the break-in and test runs, the locomotive begins its journey to Roanoke, and the video documentation is very good. The April trips out of Roanoke provide lots of great action on both rainy and sunny days. A couple of times in the program, scenes from "yesterday" are duplicated with the 1218 (a Y6 and J exiting Montgomery Tunnel together and an over-and-under of N&W steam and Virginian "streamliner" electrics west of Salem). These are done rather well and add a nice bit of spice to the tape.

The tape is very well made. The film transfers are colorful and clear. The camera and recording equipment are of professional quality, providing good sharp images. The camera work is very good with rock-steady tele, an intelligent use of the zoom and a fine choice of shooting locations. The editing is very professional, and the viewer is kept interested throughout. The narration is very good and keeps the tape "moving" quite well. There is a nice mix material here, and for coverage of the 1218's initial travels, you won't be disappointed—MIKE DEL VECCHIO.

"Last Breath of Fire," produced by Steve Booth and distributed by Hopewell Productions, 1714 Boardman-Poland Road, Poland, OH 44514. 30 minutes, $34.95, VHS or Beta.

Here's the sleeper of the season: a day in the life of one of Grand Trunk Western's last operating Mikados. The 3740 is in her natural habitat as she works a local freight between Durand, Mich., and the Detroit yard in the late 1950s. This program is assembled from 16mm film footage that was superbly shot in a documentary style, with excellent action scenes tied together with "cutaway" shots of the crew onboard and details of the operation. Steve Booth and his sons did all the photography in the 1950s and then just a year or so ago had the raw 16mm film transferred to one-inch videotape on a state-of-the-art Rank scanner. The production was then edited on tape, taking advantage of all the potential of a modern editing studio to produce a superb end product.

This film provides an idyllic view of the steam era as we would all like it to be remembered as it follows a USRA Light Mikado on the local out of Durand in sunny weather through a landscape brilliant with autumn colors. The well maintained but authentically weathered 3740 traverses the rolling hills of Michigan past neat-as-a-pin depots and over manicured ballast as the crew makes pick-ups and set-outs along the way. There is nice visual variety from cab action to pacing shots and runbys to telephotos. (The only thing I question is how that fireman can be smiling so often on an engine with a Duplex stoker.)

The original film footage was apparently silent, although some of the soundtrack seems to have been recorded along with the action footage. Overall, the "after-market" sound fills in very well, with only a few instances of obvious mismatch. Contributing greatly to the beauty of this production is some fine acoustic guitar background music.

The original photography is perfectly preserved, and the transfer to tape is flawless. Steve Booth deserves high marks for this production. The whole story has a kind of down-home flavor with just the right amount of narration that truly captures the flavor of steam railroading in a delightful fashion as no other tape I've seen to date. Highly recommended—AL DI CENSO.

"K4! The Restoration and Return to Service," by Mark 1 Video, P.O. Box 404, New Milford, NJ 07646. 60-minute videocassette, VHS or Beta, $49.95.

This "official" tape of the PRR K4 1361 restoration project is a real beauty, taking the K4 from the origins of the class through the first weekend of operation of the 1361 on April 12, 1987. The tape starts off with some rather well-reproduced vintage action color footage of K4s and their contemporaries in regular service—it's enough to make a Pennsy fan stand and salute the television set—and then briefly summarizes the history and development of the K4. Attention then shifts to Horseshoe Curve and the removal of 1361. Enter State Assemblyman Rick Geist, and the story of the restoration unfolds showing the overhaul work in the Altoona car shop. Some particularly interesting footage includes the turning of the drivers on a lathe and later placing them under the engine. The finishing touches are added and the engine is painted and brought outside for the first fire. The days of frustration leading from the initial fire-up to final test run are depicted in just enough detail to keep things interesting and moving along.

Then comes the roll-out and test run to Bellefonte. After a couple of runbys on the Conrail main line and trackage in Tyrone, the tape presents some long and satisfying side-by-side pacing on the Nittany & Bald Eagle, where the viewer can study the engine in action in detail. The video camera brings out the best in the rainy weather, capturing the drama that usually eludes still photographers.

This tape is very well done; the editing is excellent, and the narration by Bill Zagorski is informative and professional. Some very appropriate classical music selections augment areas where the live sound is marginal, including a fine bit of Wagner as the K4 makes its steam-shrouded exit from the shop on the morning of the Bellefonte run. This production really tells the story of the 1361 restoration in a "TV documentary" style and is sufficiently entertaining that non-railfans will enjoy it—MIKE DEL VECCHIO.

Carl Loucks

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SPSF MERGER DERAILED On June 30, 1987, the ICC denied reopening hearings concerning the Santa Fe-Southern Pacific merger by a 4-1 vote. The Santa Fe and Southern Pacific will not merge. The parent company, Santa Fe Southern Pacific Corporation, which merged the corporations before it got ICC approval to merge the railroads, kept each railroad operating as a subsidiary pending the ICC decision. The SPSF Corporation was ordered to divest itself of either the Santa Fe or the SP railroad within a specified amount of time. Also, SPSF Corporation will be selling many of its non-rail businesses including most of the former-SP timber operations, various pipeline interests and financial and construction ventures.

While one railroad will be sold, a decision may not be made for some time as to which one—the Southern Pacific is undeniably the weaker property, but the Santa Fe may be more attractive to prospective buyers. Many things will be considered. Also, with container traffic playing a big part in the business, our first transcontinental system may result, as the buyer for the divested railroad is likely to be an Eastern carrier.

LOUISIANA & DELTA RAILROAD On March 15, 1987, the Louisiana & Delta Railroad purchased just under one hundred miles of trackage from the Southern Pacific Transportation Co., made up of six branches spread along 71 miles of the SP Houston-New Orleans main line in southern Louisiana. The L&D is a subsidiary of Genesee & Wyoming Industries which owns and operates the Genesee & Wyoming, Rochester & Southern and Dansville & Mt. Morris Railroads, all in New York State.

The L&D's 29 employees and five locomotives operate the branches (one in New Iberia, a stub of Missouri Pacific's old New Iberia & Northern, the rest all SP) and on the connecting SP main line between them as well (see map at right).

The Genesee & Wyoming heritage as a salt-hauling railroad is evident here, since the new L&D serves the local mines of both International Salt and Morton Salt. Otherwise, the traffic is a diversified blend of food products, chemicals and oil field supplies. Once a huge supplier of traffic for railroads in Louisiana, two sugar companies are located on the L&D at Supreme and New Iberia.

In May, the railroad held its Grand Opening by running a special train for families, employees, directors and guests. The L&D borrowed three privately-owned first class cars, the ex-Seaboard sleeper-lounge *Hollywood Beach*, the ex-*California Zephyr* dome *Silver Feather* and ex-Santa Fe dome car No. 500. The train operated from Schriever to Thibodaux on Friday, May 15, then made two trips south from New Iberia on Saturday, May 16.

The little known town of Thibodaux, Louisiana, once witnessed six daily passenger trains on the branch line which connected it to the SP main at Schriever, and hence with the rest of the world. The last passenger service, a mixed train, whistled off for the last time in 1936.

An article on the branch line to Thibodaux appeared in the March 1957 Southern Pacific *Bulletin*, and it recalled, "The engineer on the daily train was for years the late A.B. Walters, who always wore a derby hat and a stiff white shirt under his overalls. His personality captured the imagination of people along the branch, and before long, the train itself was being called *The Benny Walters*." Fifty one years after the last scheduled passenger service, *The Benny Walters* returned to Thibodaux for one day only.

The 1957 *Bulletin* article also contained an interview with Albert J. Lirette, an SP employee on the branch for 42 years, then retired at age 86. The article concluded, "Mr. Lirette emphasized that the train was the only means of transporting mail, passengers and freight in those days when the roads along the bayous were almost impassable and people valued SP service."

The Southern Pacific has promised to work closely with the L&D to serve local customers. The short line promises better local service and lower operating costs than were previously possible. Using grass-roots management, good customer relations and improved service, the new Louisiana & Delta hopes to profitably operate on the route of the Benny Walters. Service is still the name of the game—LOUIS SAILLARD.

THE NEVADA NORTHERN Dormant as a common carrier since the 1983 shutdown of the Kennecott Corporation copper smelting plant at Ely, the Nevada Northern has been purchased by the Los Angeles Department of Water & Power for one million dollars in anticipation of a proposed 1500 megawatt coal-fired power plant to be located on-line. The three-way agreement signed April 22, 1987, will include the LADWP taking ownership of various maintenance equipment and rolling stock, three diesel locomotives (NN's SD7 401 and Kennecott RS2 105 and RS3 109), the NN main line from Cobre to McGill Junction (Milepost 128) and the half mile between Keystone and Copper Flat. In addition, the White Pine Historical Railroad Foundation will receive the remaining 36 miles including the McGill Branch and all of the NN's terminal facilities at East Ely including the enginehouse, shops, rip track building, tools, etc. The LADWP also announced their intention to contract with the Foundation for office space, track, equipment maintenance and routine inspection of the line including a mutual trackage rights agreement for each to operate on the others right of way. If current plans are approved, the site, to be known as the White Pine Power Plant, will be located just north of town, with the LADWP operating the railroad, taking advantage of UP and SP connections at the north end.

Reeling from massive unemployment since Ely's largest employer shut down, the new plant is expected to provide 2400 jobs during construction and 500 full time jobs once completed. The facility is one of many generating stations needed by Los Angeles to keep pace with the city's ever-increasing electrical needs.

The only glitch is that the proposed site is only a 90% sure thing. "If plans don't work out," said a LADWP spokesman, "the public utility should be able to get its purchase price back in scrapping the 81-year-old short line."

The outlook is positive. One official proclaimed, "Most likely, it's not a question of if we build in Ely, it's when we build in Ely."—DAVID C. LUSTIG.

NORFOLK SOUTHERN 152 This is the first year that Kentucky Railway Museum's L&N 4-6-2 152 will officially run as part of the Norfolk Southern steam program. The 152 will be NS's "small engine" to run on lines that won't accommodate the N&W 4-8-4 611 or 2-6-6-4 1218. The only alteration to the 152 is a "speed style" NS placard located under the cab window. See TIMETABLE for specific trips and dates.

HAGERSTOWN ROUNDHOUSE One of the Northeast's best steam shops is about to disappear. The CSX Corporation has sold the former-Western Maryland shop and roundhouse in Hagerstown, Md., and as of early June was putting pressure on Steam Locomotive Corporation of America to vacate the building. SLCA's Ross Rowland wanted to buy the roundhouse, but keeping that building intact would severely diminish the development value of the rest of the property. Presently stored in the roundhouse is ex-C&O 4-8-4 614 and a New York Central 0-6-0. Under heavy restoration in the roundhouse is Reading 4-8-4 2100, which is being overhaulled by a partnership that includes Rowland, Gary Bensman, Bill Benson and a businessman from Detroit. The 2100's boiler is is excellent condition, and the drivers have just returned from the NS Birmingham steam shop where their bearings had been machined. At this time there is no indication where the 614 or 2100 will be moved to.

SOUTHEAST KANSAS RAILROAD This new line has been carved from 104 miles of former Missouri Pacific branch lines previously petitioned for abandonment by current owner, Union Pacific. The line, headquartered in Coffeyville, extends northeasterly through Pittsburg to Nevada, Missouri. The first day of operation was April 14, 1987.

Owned by Watco, Inc., which reportedly owns a number of other rail-related businesses, traffic on the new line is light, with a spokesman estimating only seven to eight on-line industries generating five to six loads per operating day. Current operations are two to three times a week, but management hopes to boost that to daily. One of the principle reasons for purchasing the line added the spokesman, is the Watco, Inc., freight car repair facility in Coffeyville, which does a lively business with privately-owned equipment. Initial motive power is four ex-Santa Fe CF7s, painted black and yellow, numbered 1000-1003. The line will have no cabooses—DAVID C. LUSTIG.

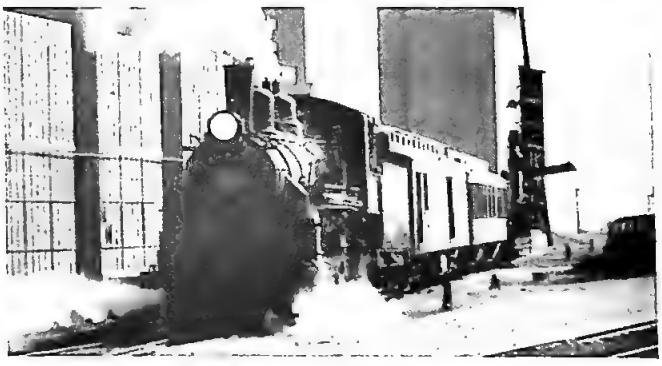
MICHIGAN'S UPPER PENINSULA The Chicago & North Western has agreed to sell 320 miles of trackage and ten miles of trackage

RAY SAUNDERS

NORFOLK SOUTHERN 152 (better known as KRM's L&N 4-6-2 152) is working NS excursions this summer, like this trip from Bristol to Walton on June 6, 1987, shown at Max Meadows, Va.

NEVADA NORTHERN 4-6-0 No.40 is operated by the Nevada Northern Railway Museum over trackage recently sold to the Los Angeles Department of Water & Power. On May 23, 1987, the 4-6-0 (right) was being readied for four runs from East Ely to Copper Flat.

BEN KERR



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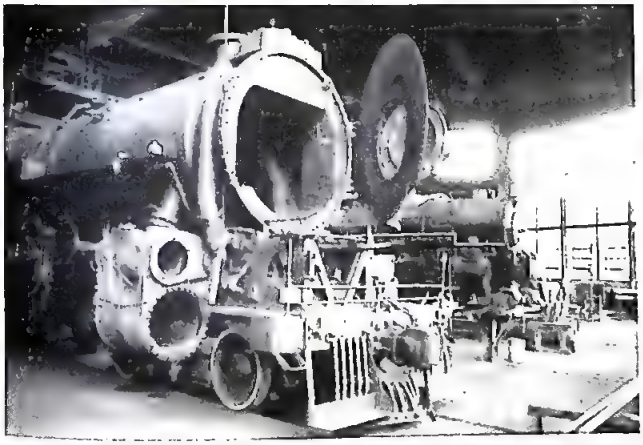
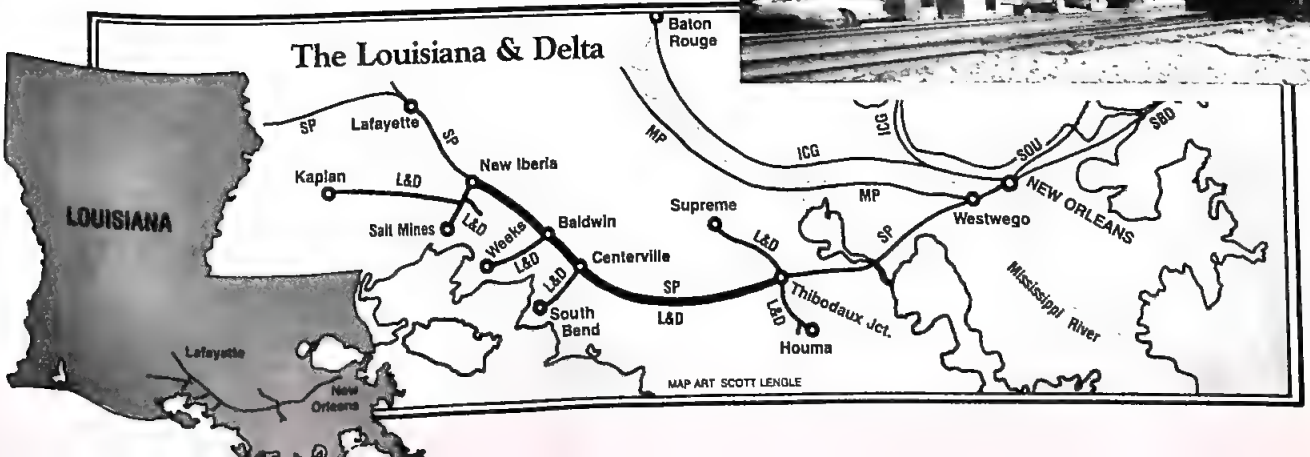


THE HAGERSTOWN ROUNDHOUSE is being sold by CSX for development. On May 17, 1987, Reading 4-8-4 2100 was under restoration, with Ross Rowland's ex-C&O 4-8-4 614 stored alongside.

LOUISIANA & DELTA RAILROAD began operating six former-SP branch lines in Southern Louisiana (see map below). GP9E 3790, one of three former-SP Geeps and three SW1200s aquired by the L&D, is seen at Baldwin, La., on March 18, 1987.

JIMMY DARLOW



rights in Wisconsin and Michigan's Upper Peninsula to the Escanaba & Northern Railroad Company. The sale will include the line west from Duck Creek (just north of Green Bay) to Wausau, Wis., and north through Escanaba to Ishpeming, Mich., including branch lines to Oconto Falls, Wis., and Antoine (Iron Mountain), Mich. Also in the deal is the C&NW's ore dock loading facility, trackage to the mines, facilities and equipment at Escanaba. The purchase price is approximately $66 million, and the E&N will assume $8 million of C&NW debt. Also, the E&N has negotiated to purchase 1325 ore jennies and the Alco C628s from the C&NW. The anticipated closing date is June 30, 1987.

THE LAST BALL SIGNAL On Saturday, June 6, 1987, the Lamoille Valley Railroad, in conjunction with the Massachusetts Bay Railroad Enthusiasts, operated its first passenger train of the season. In addition to Alco power and a consist of five ex-DL&W m.u. cars, a special treat was operation over the freight-only St. Johnsbury to Whitefield portion. And no trip on this trackage would be complete without a photo stop at the last remaining ball signal protecting the B&M (Springfield Terminal) diamond at Whitefield, N.H. Winter and neglect had ravaged the famous railroad landmark, but a member of the train crew, with orange spray paint, did his best to restore the signals. The passenger train ran as far west as Cambridge Junction, the end of the line for current LVRC operation where passengers were met by a bus for the trip back to Boston.

This portion of the Maine Central Mountain Division is still operated five days a week by the Lamoille Valley. Most of the traffic is generated by a large paper mill in Gilman, N.H. Crews are on duty at St. Johnsbury at 2:00 p.m. for the run to Whitefield—MIKE THOMAS.

THE ROAD OF ANTHRACITE The May 2, 1987, opening of Steamtown U.S.A. brought several new attractions. Thirty-two miles of the former DL&W main line from Scranton to Pocono Summit were opened for scheduled service (last year's run was only 13 miles from Scranton to Moscow). The Pocono Summit station has been refurbished and is a privately-owned combination gift shop and snack bar to accomodate Steamtown patrons. The track itself has undergone extensive repairs and is now up to FRA Class 2 standards (30 m.p.h. passenger). For opening day Steamtown introduced its "Lackawanna Railroad" paint scheme on former Nickel Plate Geep 514, resembling the Erie Lackawanna with the rectangular DL&W herald replacing the EL diamond (see page 66). Less than one month later, ex-Maryland Midland SD24 6250, which had been pressed into service in BN green, showed off its new Lackawanna scheme wearing number 880, a logical place on the DL&W roster for a passenger SD24 (sister BN/MM 6255 will become 885).

Presently on the property are three F-units, with a fourth en route from the KCS at Shreveport, La. Former-Milwaukee Road FP7s 97A and 97C were aquired with the two SD24s from the Maryland Midland. The 97A, however, has mechanical trouble, and ex-BAR "chicken-wire" F3 44 has been leased from the Tri-State Railway Historical Society for the 1987 season. Both operating F-units will be painted in the DL&W passenger scheme and will operate on the designated "diesel" trains originating at Pocono Summit during the season. The Tri-State unit will wear number 806A, the next F3 number on the DL&W roster, while the 97C has already seen service in an ersatz DL&W black livery as 637.

As for steam, due to city ordinances and University of Scranton complaints about smoke, Steamtown has changed its locomotive coal to a steam-era mix of half anthracite and half bituminous (says Pheobe Snow, again to go...). Its quest for a second operating steam engine and a planned Grand Opening celebration on June 20 caused Steamtown to close a deal with the Gettysburg Railroad for the purchase of ex-Canadian National 2-8-2 3254. Ex-Canadian Pacific G5 4-6-2 1278 was traded to the Gettysburg as part of the purchase price. On June 14, the Mikado (with LACKAWANNA on her tender) ran unassisted under steam from Gettysburg through Harrisburg and up the D&H to Scranton. The Mikado has now been renumbered 1271, a logical place in the DL&W roster. The main event of the June 20 Grand Opening was a doubleheader out of Scranton up the grade to Pocono Summit where a "Golden Spike" ceremony would celebrate the opening of the "Pocono Connection." Congressman Joseph McDade, Scranton Mayor Joseph Wenzel and Steamtown Director John Hart were on hand for the festivities.

In the last few months there has been considerable controversy involved with Steamtown. Through the efforts of Congressman McDade, Steamtown's museum site and equipment collection has been declared "a historic site" and has been placed into the good hands of the National Park Service. When Steamtown's future looked bleak in 1986, the city of Scranton had agreed to sell part of the DL&W yards to a developer for a parking lot adjacent to a new shopping mall as part of a downtown redevelopement program. As of this writing, the National Park Service and the developer have not been able to reach an agreement as to who will get the yards, and local tension is high. The objectives of the National Park Service are to "commemorate and interpret steam era railroading through restoration of a working railyard using the Delaware, Lackawanna & Western railyards," and the park service has submitted three comprehensive management plans for the Steamtown National Historic Site.

If the developer turns the railroad yard into a parking lot, the park service will restore what has not been paved over (basically the shops, roundhouse and locomotives) and create a national park. Once completed, NPS will then turn the park back over to the Steamtown Foundation or the city of Scranton and will only supply monetary and technical assistance, if needed.

If the mall is *not* built, the National Park Service will take over and restore the entire railyard including the roundhouse, turntable, sand and water towers, coal tipple, etc. It will aquire a collection of locomotives and rolling stock "that represents the evolution of steam engine technology" with a national perspective. The site would be integrated with the downtown and linked to other local museums and demonstrate the "fundamental importance of the steam era of American railroading and the anthracite coal industry," with the National Park Service and Steamtown cooperatively managing the site.

The third alternative is for the mall to occupy existing buildings along Lackawanna Avenue and build the parking lot as not to conflict with the railroad yard. Under this alternative, the National park Service would still use the entire DL&W yard to "capitalize on the potential of having a historically accurate railroad yard and surroundings." The roundhouse and future equipment, etc., would still be restored and plans for a national rail museum will be maintained. As we go to press, the developer has agreed to give up some of the parking lot, but not all. Two county officials have voiced strong opinions in favor of the park service takeover claiming "it could be one of the biggest assets this county could have."

The park service is also seriously considering purchasing the former DL&W main line from Pocono Summit 26 miles further east downhill into the Delaware Water Gap National Park. Hi-rail and aerial inspections have already been made, and the outlook is positive. Will keep you posted.

THE *BROADWAY LIMITED* June 14, 1987, was the 85th Anniversary of the *Broadway Limited* (named for the four-track "Broad Way" main line of the Pennsylvania Railroad). On Saturday, June 13, Amtrak's westbound *Broadway Limited* was met at Leaman Place, just east of Lancaster, Pa., by Strasburg Railroad's PRR Atlantic 7002 and a vintage Tuscan red PRR train consisting of an express car, combine and wooden coaches. The Amtrak train stopped, and as the engineers manned their locomotives, their conductors took part in a brief ceremony exchanging token gifts (belt buckle plaques, commemorative pins and autographed Grif Teller paintings). A similar ceremony was held Sunday morning with the eastbound *Broadway*.

Saturday's westbound *Broadway* was greeted by another steam engine and train at Altoona. K4 1361 was under steam and whistling in salute on the eastbound main line as the Amtrak train pulled in. There was a big and enthusiastic crowd on hand.

FOSTER FARMS Three former-SP Alco S6 switchers have been aquired by the well-known West Coast poultry firm, Foster Farms. The units were distributed "one each" to Foster's three locations in Turlock, Livingston and Burrel, California. The last of the 251-powered switchers arrived in December 1986, and all are painted in a handsome white scheme with "feathered" red/orange/yellow running boards (see page 2), nearly identical to the firm's fleet of tractor-trailers. The Alcos are former SP 1213, 1218 and 1225, though they will wear no numbers for Foster Farms. They are used for handling incoming 75-car unit grain trains. The loads come in and are broken

MIKE DEL VECCHIO

THE ROAD OF ANTHRACITE. Steamtown has aquired ex-CN Mikado 3254 from the Gettysburg R.R. It paused (above) at Conrail's Rockville Bridge at Harrisburg on June 14, 1987, bound for Scranton. Ex-MMID FP7 637 carries a temporary DL&W black livery (right) on May 30, as it passes the GTW 4-8-2 displayed at Pocono Summit, Steamtown's new eastern terminus.

JACK NORRIS

THE *BROADWAY LIMITED* was honored on its 85th Anniversary with ceremonies at Leaman Place, Pa., where it was met by Strasburg's PRR 4-4-2 7002 and a vintage train. The westbound Amtrak *Broadway* is shown (below) on June 13, 1987.

CHRIS D'AMATO

THE LAST BALL SIGNAL in use (formerly MEC/B&M, now LVRC/Springfield Terminal at Whitefield, N.H.) was the sight of a photo runby (below) on a June 6, 1987, RRE excursion.

MIKE THOMAS

up by the main line railroad, usually in 25 to 35 car cuts, and then distributed by the Alcos throughout the complex. While usually recieving cars ordered by the shipper, Foster Farms does own a "unit train" of 75 hoppers painted beige with brown lettering, numbered 8001-8075 (purchased 1980, No. 1-75). These can usually be seen running to and from Midwest suppliers. Foster Farms also owns one S4, still in primer, which is kept at Livingston when it is not filling in as a spare for one of the S6s.

SAN FRANCISCO RAILROAD FAIR In an effort to gain media attention for its Sacramento museum and to promote rail preservation groups in the Bay Area, the California State Railroad Museum sponsored a "Railfair" on San Francisco's Embarcadero from April 15 through 19, 1987. The centerpiece of the equipment display (on the tracks of the San Francisco Belt Railroad near Pier 23) was a handsome trio of EMD cab units: Union Pacific's E9 951 and the Museum's Southern Pacific E9 6051 and Western Pacific F7 913, impressively lined up like an EMD publicity photo (see page 66). On display nearby were the Museum's V&T *J.W. Bowker*, Pacific Locomotive Association's 0-4-0T No.3, the Western Railway Museum's SN Birney 62, MUNI streetcar 578, Santa Fe FP45u 5998 and Amtrak F40 240, along with an interesting variety of freight and passenger equipment, including an SN caboose and the Lucius Beebe's *Virginia City* from Project 2472. Also represented with booths were the Roaring Camp & Big Trees, and Operation Lifesaver (after the Railfair, the Santa Fe, UP, SP and Amtrak units ganged up for the Operation Lifesaver train to San Diego (see page 52). With a public attendance of up to 10,000 visitors each day and good coverage by San Francisco's TV stations and newspapers, the Railfair was deemed a big success for all.

CHICAGO MISSOURI & WESTERN On April 28, 1987, the Illinois Central Gulf completed a sale of 633 route miles between Joliet, Ill., Kansas City and St. Louis, Missouri, to the Chicago Missouri & Western Railway for $81 million. The new CM&W is a subsidiary of the Venango River Corporation, which also owns the Chicago South Shore & South Bend. The CM&W's former-GM&O line runs from Joliet to Springfield, Ill., then branches west to Kansas City and south to St. Louis. The first revenue train left Granite City, Ill., arriving at St. Louis with 60 cars using two CSS&SB locomotives. An inaugural special carried railroad officials and local dignitaries on May 5 from Joliet to Springfield, using South Shore GP38-2s. The CM&W plans to lease 62 locomotives, mostly ex-Conrail GP38s, ex-WP GP40s, ex-P&LE SW1500s and a lone ICG Geep (9712) through a leasing company. The first locomotives should be painted by the end of June in a scheme similar to the South Shore GP38-2s but in GM&O red and maroon. The CM&W will be headquartered in Springfield.

WILLIAM BOTKIN

THE BEASTS OF THE NIGHT: Union Pacific 4-6-6-4 3985 was at Laramie, Wyo., on July 10, 1982, and Norfolk & Western 2-6-6-4 1218 was at Birmingham, Ala., on April 20, 1987.

J.J. WHEELIHAN

Live steam models, amusement park narrow gauges and the Silverton would be the last holdouts—so though those who witnessed the end of steam on American railroads in the late 1950s. Their inability to foresee the Golden Age of Steam Excursions of the 1980s is understandable, for endlessly forlorn lines of dead, rusting hulks were awaiting scrapping. There was little hope, for few were being saved for even cosmetic restoration. But amazingly, in 1987 two single-expansion "Super Power" simple articulateds have been restored and are now in excursion service.

And what golden associations these locomotives have: representing two of the most prosperous American railroads and two sections of the country rich in history and distinctive in geography. In 1981 Union Pacific 3985, a Challenger (4-6-6-4) built in 1943, was resurrected from display alongside the Cheyenne, Wyoming, depot. In 1985, Norfolk & Western 1218, a Class A 2-6-6-4 likewise from 1943, was pulled from its display at the Virginia Museum of Transportation and sent to the Norfolk Southern steam shop in Birmingham, Alabama, for restoration. In 1987, then, watching these two outstanding examples of articulated design perform is no longer a pipe dream, as the photos on these pages affirm.

It is not surprising that railfans would be compelled to compare these two giant locomotives. While they are distinctly different in appearance, they were built in the same year and are surprisingly similar in overall size and performance. No "apples and oranges" case here; they are truly worthy of comparison. But before we get into nuts and bolts, a bit of historical background is in order.

Politics and geography

With the possible exception of the New York Central, the Union Pacific holds forth among historians as the railroad most important in American history. Its construction, tied to the national destiny (called "manifest destiny"), received in the 1860s the kind of impetus our space program does today. President Lincoln strongly pushed the Pacific Railroad Act of 1862, partly of course to keep the West in the Union during the War. The story of building the Union Pacific and its joining the Central Pacific in Utah in 1869 is a well-known chapter in American history which despite (or perhaps because of) the inevitable scandals—"inevitable" when so much loosely accounted money is expended on any project—has resulted in the name Union Pacific being equated with the excitement and challenge of the Old West. Witness the clas-

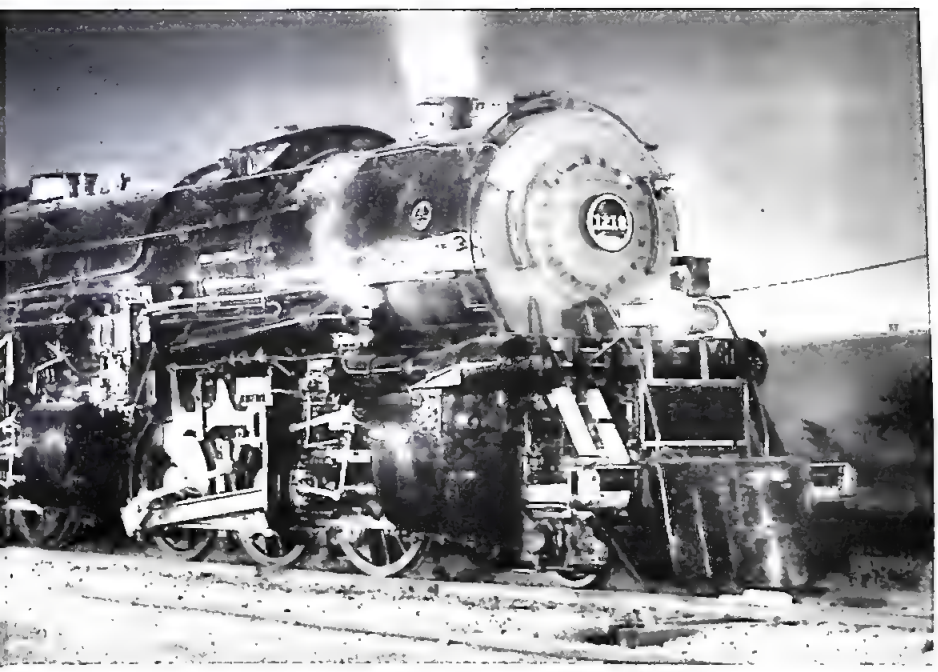
Emotions will be running high in discussions over pizza after railroad club meetings and slide shows from coast to coast. N&W 1218 or UP 3985?

Today's Best Articulated?

by Eugene L. Huddleston

sic 1939 Western entitled *Union Pacific*, a Cecil B. deMille epic climaxing in a spectacular train wreck.

No one ever thought of naming a Hollywood film after the Norfolk & Western. Its creation was much more prosaic, but an object lesson, nevertheless, in how American free enterprise has resulted in efficiency and economy in the marketing process. Only to the extent that the federal government would have been interested in building up the South after the Civil War (and businessmen were, if the government wasn't) would



the nation's leaders be interested in what happened to the Norfolk & Western, which played no particular part in the nation's political destiny. If the N&W had ambitions of joining sections of the nation, it was Tidewater Virginia with the lower Mississippi Valley, a goal never realized. Shrewdly, the road's first vice-president, Frederick J. Kimball, realized that its future lay in transporting coal to market; hence his trip of discovery to remote West Virginia hill country where the thick seam his wife named Pocahontas was just waiting for the development that rail transportation offered. Soon construction of a branch down the New River to Kimball's discovery led to the N&W becoming, like the Union Pacific, foremost among Class 1 railroads in economic significance. If the UP represented the romance of the "Overland Trail," the N&W stood for transportation vital to the development of American heavy industry, so long the main claim of America to its economic "muscle."

Besides the rich history which the names Union Pacific and Norfolk & Western represent on the tenders of 3985 and 1218, there are colorful geographical associations, which, like the historical, are in considerable contrast. Examining the construction of the UP is a lesson in geography. In the forefront of the construction of this transcontinental was General Grenville M. Dodge, who in 1886 became chief engineer, on leave of absence from the army. Dodge's administrative skill and engineering acumen made for a direct line west from Omaha, one that took advantage of geography to ascend from the Great Plains to the summit of the mighty Rockies by an oddity of topography later known to geologists as the "Gangplank." West of Cheyenne, instead of a wall of lofty mountains marking the Front Range, was a steady, uninterrupted ascent from the "floor" of the Plains to the summit of the Laramie Range. The Gangplank had evolved in eons past through the deposition of sediments that had not been differentially eroded from the great mass of resistant igneous rocks forming the backbone of the Front Range. In effect, the Rockies were completely covered in this area, and Dodge fortunately discovered this natural incline, the summit of which he named Sherman, after Major General William T. Sherman, whom Dodge had served under during the Civil War and whom he greatly admired. Fittingly, General Sherman even before the War had foreseen the construction of what would be the Union Pacific as a "work of giants."

Up the Gangplank was a 1.55% ruling grade which decades later the Challengers were built to conquer. But even more challenging than Sherman Hill (after the .82% westbound Harriman Line bypass was completed in 1952) was the ascent out of the Utah basin eastward to the summit of the Wasatch Range, the rampart dividing Utah from Wyoming. Here were sixty miles of steadily ascending grade, including 24 miles of 1.14%.

Norfolk & Western, unlike UP, had no great distances to traverse, its main line connecting Norfolk, Virginia, with Cincinnati and Columbus, Ohio. Nor were there in the East great mountain ranges like those in the West. For example, the highest point of the N&W main line (at Bluefield) was not within a thousand feet of the lowest point of the UP

JIM SHAUGHNESSY

FAMOUS LOCATIONS associated with the N&W A's and UP Challengers were Blue Ridge and Sherman Hill. In 1958 N&W 1231 was westbound over the top at Blue Ridge, Va., while in 1951 UP 3953 was eastbound approaching the summit of Sherman Hill.

between Cheyenne and Ogden (at Ogden). While N&W did not lack steep grades—e.g., the Elkhorn and Allegheny (or Christiansburg Hill)—they were much shorter than UP's in Utah and Wyoming. And for comparing 1218 with 3985 these grades are inconsequential, for the Class A 2-6-6-4s did not normally operate over them (nor over the hilly line to Cincinnati nor the long route up the Shenandoah Valley). Oddly enough, even though the 43 Class A's represented by 1218 were among the most successful articulateds ever built (and articulateds are synonymous with mountain power), the A's were used mainly on coal tonnage movements downgrade or on the level along major river valleys. Where they did ascend a grade of note, Blue Ridge, they surmounted its mile of 1.35% ruling grade westward and near mile of 1.2% ruling eastward with the aid of helpers on coal tonnage and the stand-by aid of helpers on manifest and coal empties.

Speed and power

Obviously the 65 "Jabelmann" Challengers (1942-1944) and the 43 N&W 2-6-6-4s (1936-1950) saw differing services. Yet their huge boilers and fireboxes are evidence that they were built for power, and their large drivers (the 70-inch of the Class A being equaled but never surpassed by any articulated) are evidence of their potential speed. Both, in fact, were especially designed to haul high-class manifest freights. Speed the A's had, as illustrated by their exemplary performance in passenger service and in keeping on schedule four daily manifests in each direction. However, their main claim to fame was moving 190-car coal "extras" at a steady 30-35 m.p.h.

For the Challengers speed was exceptionally important not only because of their passenger assignments and the high proportion of perishable freight hauled, but also because they had to maintain high speeds to keep clear of the great fleet of transcontinental passenger trains that ranged at speeds of 90 or better across the long tangents of Big Sky Country.

Designing the A

According to the N&W's highly-respected retired General Superintendent of Motive Power C.E. Pond, the 1218 was designed by John A. Pilcher, N&W chief mechanical engineer, assisted by G.P. McGavock, C.H. Harris and representatives of the railroad supply industry. Pilcher must have been a very able engineer, for 18 years earlier he had been on the "railroad committee" that working with the "builders' committee" designed the highly successful standardized locomotives of the United States Railroad Administration during World War I. Others serving with Pilcher in 1917-1918, whose names stand out, were William J. Keisel and Alonzo Trumbull. Each independently would go on to achieve landmarks of design: Keisel with the Pennsylvania M-1a 4-8-2 in 1923, Pilcher with the N&W A in 1936 and Trumbull with the C&O's 2-6-6-6 Allegheny of 1941 in his position as chief mechanical engineer for the Advisory Mechanical Committee of the C&O-NKP-PM.

Pilcher and his staff did not have to create a new wheel arrangement, as the UP and Alco did with the Challengers, for the 2-6-6-4 type had originated by Baldwin in 1934 with three (plus four later) for the Pittsburgh & West Virginia, a short but busy bridge road linking Ohio and Pennsylvania below Pittsburgh. The sales people at Baldwin seemed indifferent to the power of product indentification, or they would have named the new wheel arrangement after a geographical feature associated with the P&WV—a common practice. The "Monongahela" type would have been appropriate. As powerful as these P&WV simple articulateds were (98,000 lbs. T.E.), they were not Super Power, for their drag era drivers were only 63 inches in diameter.

In 1935 (and again in 1937) came another 2-6-6-4 design from Baldwin: ten for the Seaboard Air Line to speed perishables between Hamlet, N.C., and Richmond, Va. As on the P&WV 2-6-6-4, the four-wheel trailing truck permit-

ted the firebox to be completely behind the last driver. Their 69-inch drivers would have put the SAL engines into in the Super Power category had not weight restrictions on the main line kept axle loadings relatively low.

Finally, in 1936 came the highest development (and last appearance) of the 2-6-6-4 type. The N&W class A, besides an inch higher drivers than the Seaboard R-2s, had over 100,000 lbs. more weight on drivers and 26 more feet of grate area. N&W employees had pride in these locomotives not only because of their size but also because they were designed and built in N&W's own shops in Roanoke, Virginia.

Between 1936 and 1950 there were 43 A's built in the Roanoke Shops in four groups. The 1200 and 1201 were turned out in 1936, followed by the 1202-1209 in 1937. These prewar A's were built with 275 p.s.i. boiler pressure (later raised to 300 p.s.i.), lightweight multiple-bearing crossheads and slatted "chicken coop" pilots.

World War II brought a need for more power, and in 1943-44 Roanoke turned out the 1210-1234, all with 300 p.s.i. boilers and heavy alligator crossheads. The final order of A's came in 1949-50 with the 1235-42, essentially duplicating the wartime engines, although the last five (1238-1242) were noticeably different in appearance with large lightweight rods and Timken roller bearings on their crank and wrist pins like the Class J 4-8-4s. Although these last five were the only A's to have rollers on the rods, the entire class beginning with the 1200 had been built with rollers on all axles.

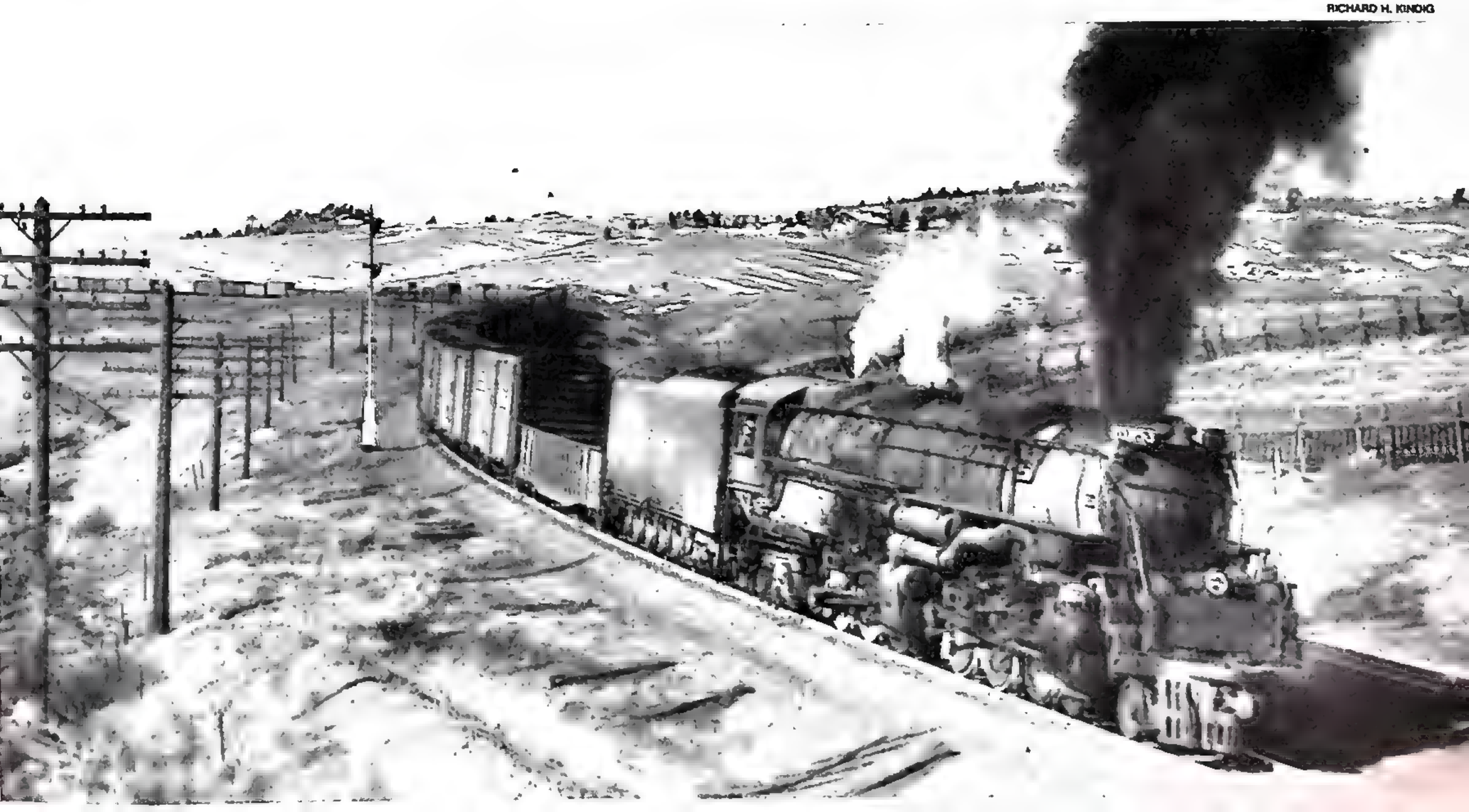
Comprehending the position of the 1218 within the stable of 43 N&W Class A's is easy, for it is typical of the fleet and received all the "standard" modifications. Its alligator crossheads and friction-bearing rod pins were common to the largest group of A's. Other than raising the boiler pressure on the prewar engines to 300 p.s.i., the only major modification of design to the fleet, lowering the crown sheet, could not be seen. There were, of course, some visible changes made to the 1218 during her career, including a cast steel pilot, the air system aftercooler on the pilot deck and larger "streamlined" tender (first applied to 1200-1234 around 1946 and supplied as new equipment on 1235-1243).

Lowering the crown sheet, the only major internal modification of the A, was necessary to keep water out of the dry pipe when the engine was working hard. According to former N&W official Arthur Bixby, Sr., "At one-half gauge level, particularly on grades, the A's had a tendency to 'carry over' water into the dry pipe, which in turn contributed to damage to the superheater units and valve rings, and on occasion it could punch out a cylinder head. Arrangements of a larger dome, slotted dry pipes and baffles were among the devices tried to overcome the difficulty." Finally, tests disclosed that lowering the crown sheet $3^{15}/_{16}$" would solve the problem. Bixby adds: "The first A with the lowered crown sheet went into service in October 1946, and by January 1947 no valve rings had been renewed, but on the other 20 A's in service, an average of 20 rings had been renewed. A total of 25 A's (including the 1218) were rebuilt with lowered crown sheets, but the last eight were built new with the lowered crown sheet."

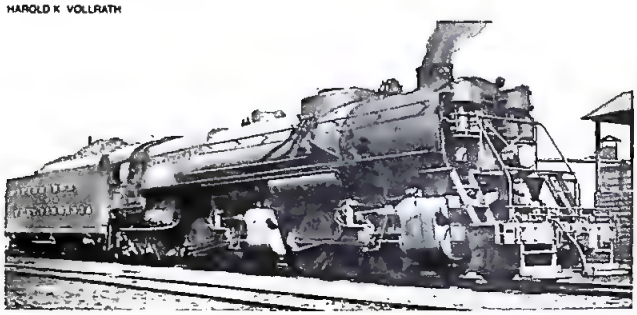
Designing the Challenger

Complicating the story of the 3985 is that it represents the evolution of a design that saw two distinct models. In 1936 UP General Mechanical Engineer Arthur H. Fetters, working closely with Alco, (which had received most modern UP steam orders), designed the original 4-6-6-4s, later known as the "little" Challengers. Upon Fetters' retirement, Otto Jabelmann, as head of the Bureau of Research, newly created by a progressive UP, initiated major design improvements to the Challengers ordered in 1942 and succeeding years, of which 3985 was part. The data that Jabelmann assembled to modify the Challengers' major dimensions also went into design of the 4-8-8-4 "Big Boys" of 1941 and the "big 800" Northerns of 1944—the UP's "Big Three" of Super Power.

RICHARD H. KINDIG

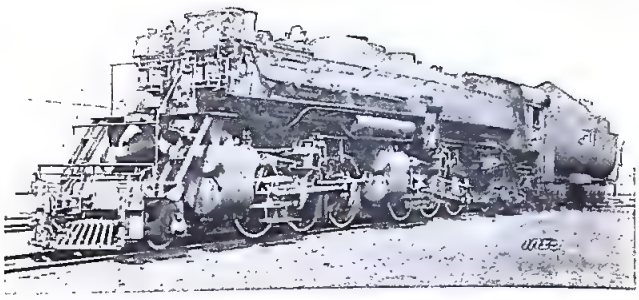


HAROLD K VOLLRATH



PITTSBURGH & WEST VIRGINIA had the first 2-6-6-4s, but they had only 63-inch drivers and were not "Super Power." Note the Belpaire boiler on the 1106 at Rook, Pa., in September 1936.

H L BROADBELT COLLECTION



SEABOARD AIR LINE 2-6-6-4s had 69-inch drivers, but they were relatively light engines and not in the horsepower class as the N&W A's. The 1218 (right) was at Ronaoke on April 23, 1987.

In 1930 Baldwin, in two experimental 2-6-6-2s for B&O with 70-inch drivers, had effectively initiated the concept of a high-speed simple articulated. By virtue of general layout and wheel arrangement, N&W's 1218 inherited this line of development through Baldwin's P&WV and SAL 2-6-6-4s. UP's 3985, however, was not in this family, as UP's close association was with Alco, not Baldwin. Alco had pioneered huge freight locomotives with four-wheeled engine trucks, namely the 4-10-2 Southern Pacific type and the 4-12-2 Union Pacific type, both unique wheel arrangements largely restricted to those two roads. While on most railroads a dual-purpose 4-8-2 or 4-8-4 made sense, a four-wheel engine truck on a ten- or twelve-coupled freight locomotive would be superfluous. Not on UP or SP, however, with their need for speed on fruit blocks and other perishables! That four-wheel engine trucks were appropriate for large power was proven to the UP with the success of its 4-10-2s and especially its 88 three-cylindered 4-12-2s (1926-1930), which were standard power for the mountainous Wyoming Division before the Challengers.

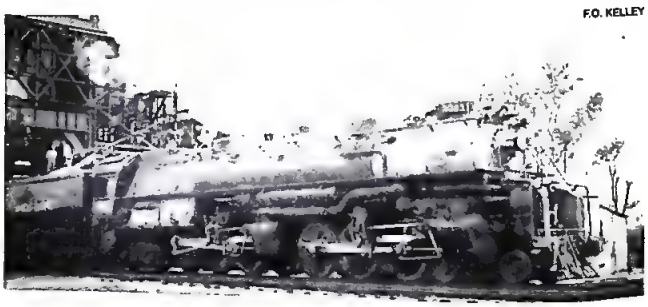
According to UP General Road Foreman Steve Lee, "the tracking advantages of the four-wheel engine truck were brought home to the UP with the 7000-series 4-8-2s and the 9000s (4-12-2s). All power bought after that had four-wheel engine trucks, which not only gave the engine a more stable ride but reduced flange wear on the drivers and made for a better balanced locomotive."

Proving themselves great performers, the 67-inch drivered 4-12-2s were UP's early version of Super Power, able to haul heavy tonnage at relatively high speeds, up to 60 m.p.h. But the three-cylindered giants had three problems. First was adjusting the timing of the valve motion on the inner cylinder to match the two outer cylinders (the UP tried both the Gresley and triple-Walschaerts gear). Second was the delay and expense in maintaining the middle main rod and crosshead—complex in design and difficult in access. Third, the long rigid wheelbase severely limited their operation through crossovers and over yard and other restricted trackage.

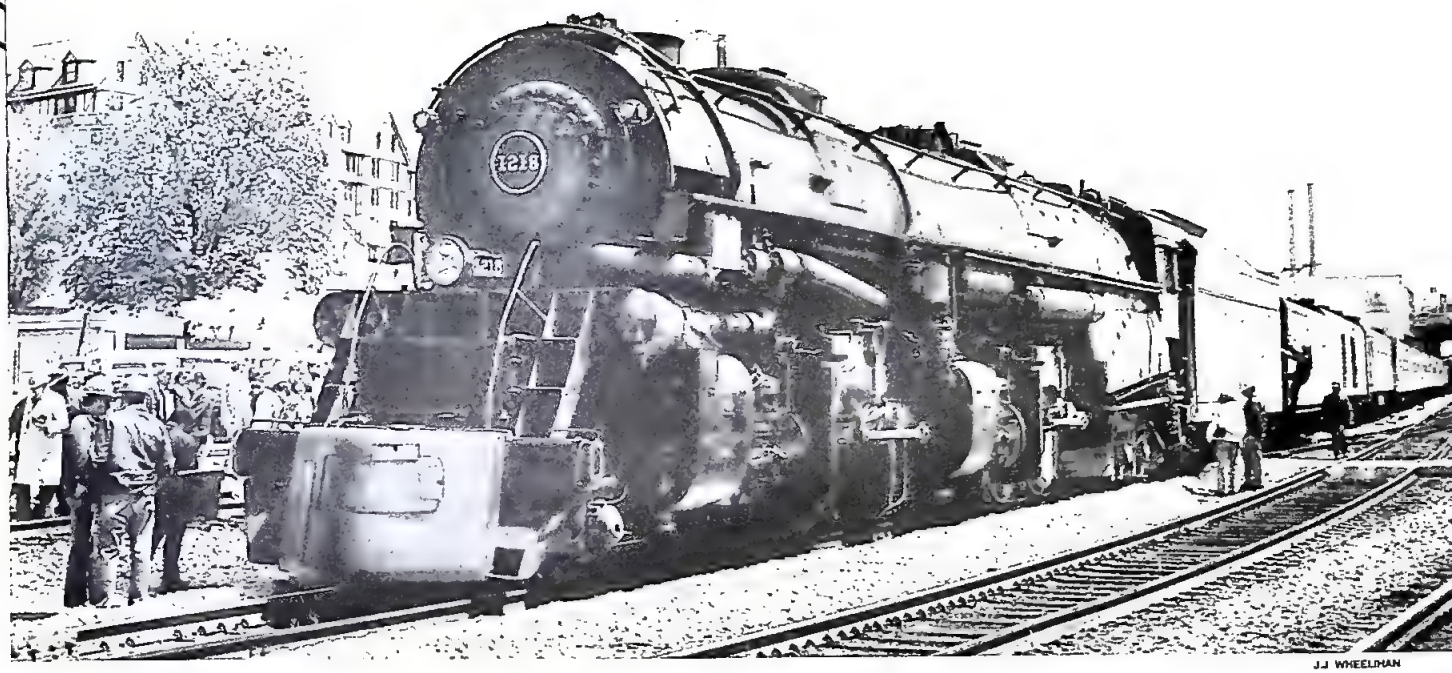
The successful performance of these 4-12-2s otherwise motivated Alco and UP to articulate the frame to overcome the disadvantages. In adapting the rigid frame 4-12-2 to an articulated 4-12-4, the UP and Alco preserved one of the chief features of the 4-12-2: a flat firebox with restricted grate area above the last driver. L.D. Bruce, former Alco chief engineer, describes this firebox in his *Steam Locomotive in America* (W.W. Norton, 1952): "One of the major problems [for the 4-12-2] was the design of the firebox. It was too large to place entirely behind the drivers and had to be redesigned and relocated. The solu-

HENRY R GRIFFITHS

F.O. KELLEY



UNION PACIFIC'S Challengers were developed from the fast and powerful three-cylinder 4-12-2s (left, 9506 at King Hill, Idaho, on November 5, 1939). The first 4-6-6-4s designed by Arthur Fetters (above, 3931 at Topeka, Kan., on August 20, 1937) were enlarged by his successor, Otto Jabelmann, to produce the "Super" Challengers of 1942. The 3985 (right) was westbound on a fantrip from Cheyenne to Laramie on May 26, 1985, and is shown near Emkay.



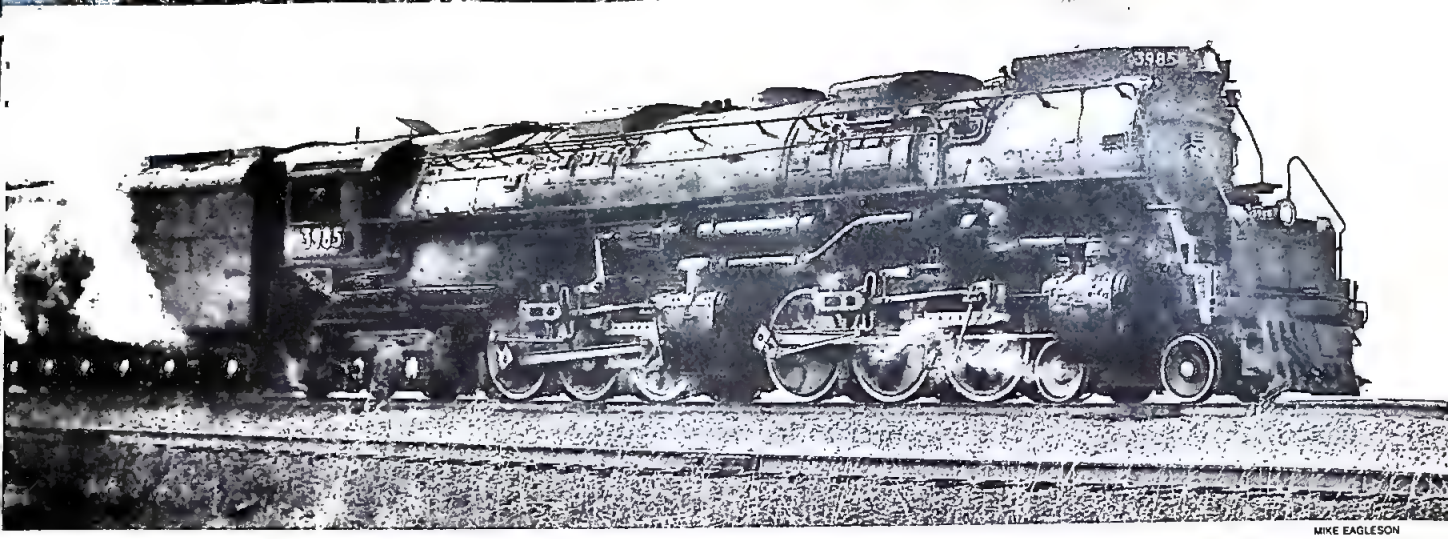
J.J. WHEELIHAN

tion was a horizontal grate blocked off at the front end over the No.6 drivers to provide additional combustion-chamber volume to the usual inside combustion chamber and to permit the No.6 driving wheels to extend up slightly into the firebox." Bruce adds that this construction feature worked out so well that it was followed on the first Challengers, which had "about the same general firebox conditions." (On the later Jabelmann Challengers, much less of the grate area was blocked off.) Also evidencing the influence of the 4-12-2s on the design of the first 4-6-6-4s are their similar firebox size, driver diameter, cylinder stroke and tractive effort.

There were 105 Challengers built for the UP, split between two basic designs and in six separate orders between 1936 and 1944. The 40 original Challengers, developed by Arthur Fetters and Alco from the 4-12-2, were delivered as 3900-3914 in 1936 and two groups (3915-3933 and 3934-3939) in 1937. Although they were built as coal burners, all were ultimately converted to oil and in 1944 renumbered into the 3800 series.

Experience with these "little" Challengers helped Otto Jabelmann's team to design the big FEF-2 4-8-4s (820-834) and 4-8-8-4 Big Boys in the years just prior to World War II. The last new steam locomotives designed by the UP were Jabelmann's "Super" Challengers of 1942 (3950-3969). These engines differed from the Fetters Challengers in both substance and appearance. They were heavier and had more grate area (though paradoxically the *fireboxes* were actually smaller: 213″×108″ on the older versus 187″×108″ on the new). Further, boiler pressure was increased from 255 p.s.i. to 280 p.s.i., the driver axles were equipped with roller bearings, and the engine beds were one-piece steel castings. The 3950s also carried the huge 14-wheel "Centipede" tenders in contrast to the smallish semi-Vanderbilts on the Fetters engines. In appearance and general size, the new Challengers were twins of the Big Boys: the same height, only one inch smaller drivers (69″ versus 70″),

MIKE EAGLESON



MIKE EAGLESON

COMPARING TODAY'S two articulateds is an intertesting study in different approaches to design. The 3985 was at Speer, Wyo., on May 26, 1985, while the 1218 (**right**) was westbound at Ingleside, W.Va., on April 25, 1987. The artwork (**below**)shows relative sizes.

the same improved articulation joint, the same cast steel pilot and the same accessories plus similar overall styling.

The 1942 design was duplicated in the 3975-3999 (including 3985) delivered in 1943, while the last 20 (3930-3949, the earlier 3900-3939 having been renumbered into the 3800s) were modified internally with a different arrangement of flues and superheaters—and only wartime restrictions prevented them from getting an all-roller-bearing axle and rod configuration. It is a testimony to the success of the Challengers that even after producing the world's largest steam locomotives, the Big Boys, the UP returned to the 4-6-6-4 wheel arrangement for 65 more engines!

Statistics for Comparison: 3985 and 1218

STATISTIC	UP 3985	N&W 1218
Weight on drivers	407,500 lbs.	432,350 lbs.
Weight on engine truck	102,000 lbs.	30,480 lbs.
Weight on trailer truck	124,000 lbs.	110,170 lbs.
Weight of engine	633,500 lbs.	573,000 lbs.
Weight of engine & tender	1,070,000 lbs.	951,600 lbs.
Driver diameter	69"	70"
Firebox size	187" x 108"	166" x 106"
Grate area	132 sq. in.	122 sq. in.
Length of tubes	20'	24'
Total heating surface	6902 sq. in.	9342 sq. in.
Boiler pressure	280 p.s.i.	300 p.s.i.
Tractive Effort	97,350 lbs.	114,000 lbs.
Factor of Adhesion	4.18	3.79
Cylinder size	21" x 32"	24" x 30"
Boiler maximum o.d.	102"	105½"
Boiler centerline to rail	11' 2"	10' 5½"
Maximum height	16' 3½"	16' 0"
Engine wheelbase	60' 4½"	60' 4¾"
Length of engine	74' 10½"	73' 9½"
Engine & tender wheelbase	106' 8"	108' 3¼"
Total length (couplers)	121' 10⅞"	121' 9¼"
Tender coal	28 tons	30 tons
Tender water	25,000 gal.	22,000 gal.
Valve gear type	Walschaerts	Baker
Feedwater heater type	Elesco Exhaust Steam	Worthington 6S-A
Stoker	Standard MB	Standard HT
Roller bearings, eng. tr.	SKF	Timken
Roller bearings, drivers	Timken	Timken
Roller bearings, trail. tr.	SKF	Timken

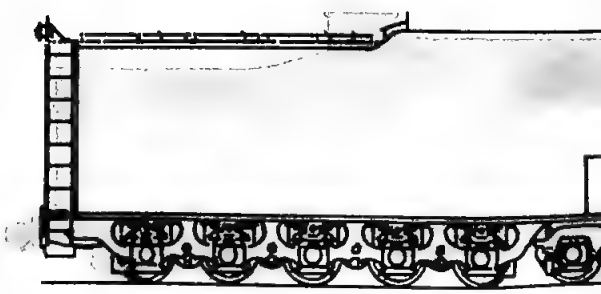
Data compiled by Eugene L. Huddleston.

Similarities and differences

The Fetters design developed by the UP and Alco served as the basis Challengers for the Northern Pacific; Spokane, Portland & Seattle (two of which later went to the Great Northern); Western Pacific; Delaware & Hudson and Clinchfield. Six wartime Jabelmann Challengers were built for the Denver & Rio Grande Western and were sold in 1947 to the Clinchfield. In 1938 and 1942 Baldwin built 15 heavy Challengers of its own design for the D&RGW and a dozen similar engines for the Western Maryland in 1940-'41. Including the Union Pacifics, there were a total of 252 Challengers built between 1936 and 1947.

Other than their lightweight P&WV and SAL predecessors, no other locomotives bore the slightest resemblance to the 43 N&W 2-6-6-4s built between 1936 and 1950.

From examining the evolution of these two great articulateds emerge some remarkable similarities—remarkable, considering the two designs were arrived at independently and considering neither was built in reaction to the success of the other (as was the C&O 2-6-6-6 of 1941 an attempt to outperform the N&W A as the "world's



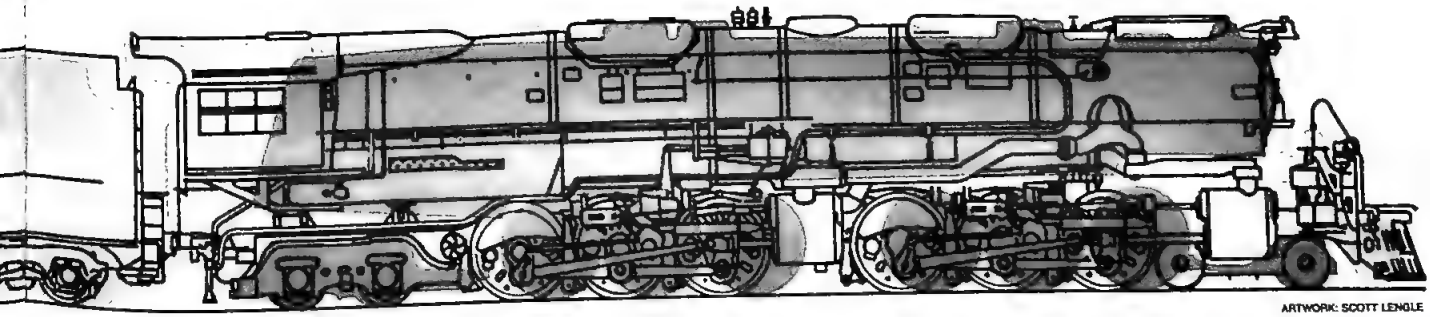
MAX R. WALLACE

most powerful" locomotive, based on drawbar horsepower). The 1218 and 3985 were both built in the middle of World War II and retired in the late 1950s (1218 in July 1959 and 3985 in August 1957). Both were tall: 16'0" for 1218 and 16'3½" for 3985. Both had boilers with maximum outside diameters within 3½" of each other, and both matched closely in driver diameter, engine wheelbase and engine-tender wheelbase. In fact, they were just an inch and a fraction of being the same length overall.

Despite similarities, their differences are manifold, arising from different uses and different design policies. The shape of the firebox is a primary example. The slope of the grate of 1218 enabled the fire bed to be at a uniform distance below the fire arch, front and back, ensuring sufficient combustion area above the fire, particularly up front. On 3985, in order to keep the sloping fire arch sufficiently distanced from the horizontal fire bed, the firebox was blocked off at the front with a fire wall; thus making for the discrepancy already noted between grate area and firebox dimensions. Besides greatly contrasting shapes, the fireboxes of 1218 and 3985 were designed to burn coal of unequal B.T.U. value. The 3985 burned Western coal measuring 11,820 B.T.U. per pound; N&W 1218 was designed for southern West Virginia coal of 14,400 B.T.U.—roughly 20% greater in heating efficiency. (The difference is probably even more than that, for UP General Road Foreman Steve Lee calls the B.T.U. figures on the Wyoming coal "a bit optimistic.")

Also fundamentally different are the designs of the front ends. Not only are there two huge stacks (surrounded by a casing with collapsible smoke deflectors) on 3985 versus one large stack on 1218, there are differences in the nozzle and petticoat pipe configurations which produce differing drafting to the fire and differing exhausts. The 1218 has a single exhaust stand with an annular nozzle (a series of concentric rings) exhausting into a single petticoat pipe and single stack. UP 3985 has two nozzles with four ports in each nozzle exhausting out two stacks, an arrangement that in a sense breaks up the exhaust jet into eight separate streams. This front end produces the strong draft needed to burn Wyoming coal.

Differing, too, are the two-wheel versus four-wheel engine trucks. Alco and UP's intent with the four-wheel truck was stability at high speeds. A high proportion of the weight of the Challenger rests on the engine truck: 102,300 lbs. versus 30,340 lbs. on the 1218—over three times as much. Yet



ARTWORK: SCOTT LENGLE

with both trucks equipped with lateral motion devices, both locomotives achieved stability, and on entering curves at high speeds neither "hunts" or "noses." On 3985, initial lateral resistance of the engine truck is set at 17%, which increases gradually as the truck swing increases. The 1218 is equipped with similar lateral motion control. Because of the rigidity accompanying this resistance, both locomotives ride well on tangents and enter curves smoothly.

The 3985 is unmistakably Union Pacific. When the Jabelmann Challengers were designed around 1941, the UP was moving into a period of unbelievably high traffic density. "Stand at the right place on Sherman Hill," wrote Lucius Beebe, "and you could see several trains climbing the Gangplank at the same time."

Otto Jabelmann and his staff could afford to be independent, for they were the "best" and knew it.

The Norfolk & Western's A's resulted from a different environment. True, when the A's were designed in 1936, the N&W was as profitable as any road could be in the Depression, but the road did not at that time have executives who could, like Jabelmann at the start of the War, pursue an independent course. The N&W in the 1930s was "little brother" to the huge Pennsylvania Railroad to the tune of over one-third ownership of N&W stock. As Clarence Pond observed, a file of the best designs of modern steam provided guidance; thus the eclectic design of the A was based on widely accepted and proven engineering principles.

There's no denying, however, that N&W aimed at quality of design, a policy engendered by the pride within its mechanical department, arising from its self-reliance. Pilcher and his men received no outside help or advice in "birthing" their huge locomotives. No close relationship with Lima (like C&O), or American (like Union Pacific), or Baldwin (like Santa Fe) existed, for N&W designed and built its own locomotives in Roanoke.

And N&W built big. The 1218 has over 16,000 lbs. higher starting tractive effort than 3985. Yet, incredibly, the A was not designed as a mountain mauler, whereas the Challenger was (3985 and her sisters could not easily operate over the Great Plains division because of restrictive turntable clearances).

Originally the A was intended to replace 4-8-2s on system-wide manifest "hot shots." And the best evidence that N&W did not intend its 2-6-6-4s for regular mountain service is that a mountain version of the A, a huge 2-8-8-2 simple articulated, was on the drawing boards not long after the first A's had proven themselves in service. More importantly, Pilcher limited the valve cutoff (thus lowering the starting power) so that at higher speeds the great steaming capacity of the boiler could be fully utilized. Without limited cutoff, at low speeds (as on mountain grades) the high power output of the boiler would be out of kilter with the adhesive weight. To be used in mountain service, the A would require increased weight to raise the factor of adhesion and prevent slipping. By limiting the maximum cutoff to 75%, Pilcher was able to raise the factor of adhesion to an acceptable 3.72, high enough for flatland service but not what one would expect of mountain power. (A factor of adhesion of 4 is considered good on a steam locomotive, with a higher number indicating better adhesion.)

Becuase its factor of adhesion as built was already acceptably high (4.17), the 3985, like most other steam locomotives, featured full cutoff (usually 85%) for starting. The Challenger, though having less starting tractive effort than the A (97,350 lbs. versus 114,000 lbs.), saw tough mountain service over grades that in length and severity far exceeded the Blue Ridge, the only grade of consequence over which 1218 saw regular service.

The Challenger comes out well against the A in tonnage ratings on comparable grades: On Blue Ridge, with a ruling grade eastbound of 1.2% for three-quarters of a mile, the A was rated at 3400 tons in manifest service; on Wasatch, with a ruling grade of 1.14% for 24 miles, the Challenger was rated at 3110 tons.

The elements of elegance

The 1218 and 3985 are significant not only for their performance but also because aesthetically they possess "class," a hard word to define. Nevertheless, one can try to isolate those elements contributing to each locomotive's unique elegance.

In the relationship of boiler and firebox to running gear, fundamental to the appearance of a steam locomotive, there are only two possible arrangements for simple articulateds: horizontal firebox set above last driver (by far the most common) and sloping firebox set completely behind last driver (namely, the 2-6-6-4s and 2-6-6-6s). Even though the

THE SPRING OF 1987 found N&W 1218 recreating the classic scene in front of the Roanoke N&W General Office building on April 27. Less than a month later, on May 24, UP 3985 was making the last movie run of the day at Buford.

KEN BORG

JIM BOYD

DAVID SEIDEL

H. REID

TRAINS OF HOPPERS have been behind the 1218 on a number of occasions and at least once with the 3985. On a test run, 3985 was at La Salle, Colo., on March 25, 1981. The 1218 handled 100 hoppers from Norfolk to Crewe, Va., on May 4.

1218 and 3985 have four-wheel trailing trucks with the same diameter wheels, same axle spacing and very similar castings, they leave the impression of being quite different, because the shape of the firebox governs one's impression of this area.

An additional aesthetic effect of positioning the firebox above the last driver is that it also raises the centerline of the boiler; 3985's boiler centerline is 5½" higher than 1218's. The 3985 stands 4⅜" taller overall than the 1218. Because its boiler is higher off the ground, even though its length (from cab apron to front drawbar) is a foot and an inch longer, the 3985 appears much more compact than the 1218 due to the overall proportions and the "massiveness" of the details on the Challenger's boiler (huge sandboxes, shrouded stacks and front-mounted number boards and bell). The Challenger's boiler, however, from smokebox front to firebox heel is about two feet shorter than the A's.

Contrasting with the compactness of 3985 is the comparative "long barrel" look of 1218, even in though total length of engine and tender it is 1⅝ inches shorter than the 3985. Contributing to the slender appearance of 1218's boiler is the small cab set behind that massively-spreading and fully-jacketed firebox. The cab is actually smaller than most, for it provides only one seat on each side (the head brakeman was relegated to the "dog house" on the tender). The cab looks well proportioned, however, because its actual floor is recessed about a foot and half from the sides.

An interesting feature of the 3985's big cab is that it is attached to the boiler rather than the frame and is supported by a triangular bracket on the underside. The 1218's cab, like most engines, has a rear support sheet to the frame. Although it has an open gangway and the traditional roof overhang, the 3985's cab is an all-weather one with folding doors to enclose the back. In contrast to the 1218, the 3985 has two full seats on each side of its roomy cab.

The A's boiler also looks long because the smokebox extends beyond the front of the forward cylinders; 3985's smokebox is behind the front edge of the cylinders, the pattern on most simple articulateds. Another factor in the A's long barrel look is that the steam dome, relatively far back on the boiler, leaves a long expanse of barrel exposed. This topside arrangement is unlike the 3985, with its steam dome mounted well forward and sandwiched between huge sandboxes. The top of 1218's boiler is comparatively flat, with its major taper on the underside, out of sight in normal viewing. The 3985 is comprised of nearly straight boiler courses, with the only significant taper being on the underside of the smokebox, neatly hidden by the steam delivery pipes.

An interesting contrast between the 3985 and 1218 is in the two distinctly different piping systems used to get the superheated steam from the boiler to cylinders, front and rear. On 3985, the main delivery pipe on each side exits the boiler beneath the front-end throttle well aft of the stack. Just below the running board is a beautifully shaped "Y" pipe separating the steam supply fore and aft. The well-insulated large pipe for the rear engine remains outboard as it gracefully curves downward on both sides to provide space for main air reservoirs under the running boards. On the 1218 the delivery pipe exits the boiler on the centerline of the stack directly into a barrel-like fixture beneath the running board. The delivery pipe to the rear engine then angles inward and downward, ducking behind an air pump on either side to enter the rear cylinders well inboard.

The articulated pipes for the front engines provide even more variation of design. The Challenger uses the more conventional two-pipe "jackknife" arrangement with three radial joints. The 1218, on the other hand, uses a single pipe and single radial joint with a sliding sleeve receiver on each side rigidly affixed to the valve chests of the front cylinders. These cylindrical receivers are prominent features in any front view of an A.

Greatly contributing to the character of any steam locomotive is the styling of the front end. And the 1218 and 3985 are a study in contrasts. Even though the identical headlights are in the same location and the smokebox fronts are about the same diameter (3985's being slightly smaller), they could never be confused. The 3985s dark graphite smokebox front is dominated by a huge, gently-curved door with a handsomely authoritarian shield number plate at its center. The "face" is bracketed by handrails on each side and one long grab iron across the brow.

In contrast is 1218, with its black front comprised of a pleasing pattern of concentric circles formed by the classic

ON THE ROAD in 1987, the 3985 was storming up a runby on the Harriman line on May 24. In the spirit of O. Winston Link (who had been lineside that day), Dennis Hornberger lit up 1218 (below) with synchronized flash at Elliston, Va., on April 25.

round number plate, the smaller access door and curved grab irons. Except for classification lamps, the front of 1218 is completely unadorned, quite unlike the "heavy brow" of 3985 with its large, twin illuminated number boards and prominent bell. The A, however, carries a compact Worthington SA feedwater heater atop the boiler ahead of the stack. Rather unusual on the front of the 1218 is the odd "jowl" on the fireman's side where the hot water suction pipe exits the front of the smokebox and wraps around to the Worthington hot water pump beneath the running board on the side (the 3985 has the changeover valve for its Elesco exhaust steam injector system in the same location). Almost unnoticed behind the "platform" is the fact that the bottom of the 1218's smokebox is sliced off flat, whereas the 3985's is fully circular.

Both pilot deck platforms are about the same height, but there the similarity ends. The Challenger mounts its air pumps on either side of the platform and covers them with a wide shield. As built, the 1218's platform was a spindly affair made up of vertical braces (photos as recent as 1956 show her this way), but late in her career she was fitted with an air aftercooler mounted across the base of the platform, giving it a more substantial appearance (the 3985 mounts a similar aftercooler behind the pump shield). The lack of air pumps permit the ladders on the 1218's platform to be set rather closely inboard, giving the front a very interestingly open appearance, especially when viewed from above with the details of the cylinders and pilot truck readily visible. Because of the openness behind it, the 1218's massive steel pilot seems all the more imposing.

The ladders on both engines illustrate differing philosophies of design: 1218's are fabricated with the utmost simplicity, whereas 3985's are solidly backed and stylized, exhibiting complexly curved surfaces when viewed in profile. The UP engines appear to have been carefully detailed with each appliance placed with precision. The N&W achieved effective design by being utilitarian. A good example is the mounting of the Alco reverse gear-seemingly thrown under the running board of 1218 while placed with tasteful regard for appearance on 3985. In this respect the C&O and Virginian 2-6-6-6s are closer in their design to the UP Challengers than to the N&W Class A.

The UP designers achieved a studied simplicity of design by hiding every pipe and appliance they could. Where on the 3985 are the feedwater check valves, for example? Answer: hidden under the front sand box. Where are the turret header, low water alarm sensor, Wilson blow-off muffler and turbo-generator? Answer: hidden under the huge cowling just ahead of the cab. Even the whistle is hidden!

Contrast this with 1218: whistle on the steam dome, no cover for turret header and widely dispersed locations for the low water alarm, blow-off muffler and turbo-generator. This contrast in design was really more a matter necessity than aesthetic fussing, however. On the UP exposed piping and appliances had to be protected from the severe Wyoming winters. As Steve Lee points out, "it can get to 40 below zero in Green River and stay there day and night for weeks at a time, so some parts were protected from this kind of treatment."

The articulateds today

Now that both of these locomotives are back in steam, they will undoubtedly become the most photographed and best documented articulateds of all time. Arguments will persist over which is bigger and which was best. Both locomotives served their owners well. The A was one of the most potent powerhouses ever put on rails, and it was utilized in service that brought out the best in its design. The Challengers were an unqualified success on the UP, which ordered 65 of them even after having acquired the Big Boy.

And both locomotives had their moments of triumph in their battle to the death with diesels. As William Kratville relates in his history of the Challenger: "In 1958 Challengers were put back as helpers on Wasatch mainly because they would move trains faster than diesels." And the N&W's own comparison of its Class A with a four-unit, 6000-h.p. EMD F7 diesel set points out: "The results of the tests showed that in rolling or level territories . . . the fuel cost of the two types of power, the tonnage handled, and the average speeds, was [sic] about the same."

But how about the superlatives we can throw around today? There is little room for argument that for sheer size and weight, the title of "biggest" has to go to the Challenger (the 3985 is longer and taller than the 1218 and outweighs it by 60,500 lbs., although the 3985's boiler is slightly shorter). The 1218, however, can lay claim to the title of "most powerful," with its higher starting tractive effort and generally conceded superiority in horsepower and steaming capacity (and with greater weight on the drivers than the Challengers, the N&W A's could put all that power to good use).

Theoretical horsepower potential, ef-

How 1218 Was Saved

In 1959, when the Norfolk & Western was retiring its steam locomotives, Union Carbide was looking for something to provide emergency and peak-load steam for its plant in South Charleston, West Virginia. Assistant Plant Manager Dale Calhoun signed the order for three "scrap" steam locomotives, and N&W Class A's 1202, 1218 and 1230 were delivered. Officially the purchase was for scrap because Carbide could turn scrap into a stationary boiler—its operators were licensed for stationary and not mobile steam boilers.

Carbide had no use for the tenders, and with space at a premium they were about to have them scrapped. Employee Phil Titus learned of this and prevailed upon a friend who was an assistant manager at FMC's South Charleston plant to store them on some spare trackage at the FMC facility.

Union Carbide quickly moved the engines to Blaine Island in the middle of the Kanawha River and set them up adjacent to their powerhouse. The three locomotives were lined up with their cabs close together so that one man could tend all three boilers; two were placed cab-to-cab on one track with the third engine on a parallel track with its cab next to the other two. A wooden platform was built so that the operator could walk between the cabs. Gas lines were run through holes cut into the sides of the fireboxes, and steam pipes were connected through the smokeboxes.

As stationary power plants, the A's were used whenever one of the powerhouse boilers had to be shut down or in the middle of winter when the weather was severely cold. In this capacity, they served Carbide very well for nearly five years. In 1964, however, conditions changed and Carbide no longer needed the extra steam capacity. In June 1964 they were decommissioned and removed from the plant. Along with their tenders, they were again slated for scrap. At this point I became involved and began to work with Phil Titus to try to find someone who could save at least one of the A's. I contacted F. Nelson Blount of Steamtown, and he made arrangements to buy an engine along with enough parts from the others to make one locomotive complete. He authorized Phil and me to select the locomotive and tender that were in the best condition and get them ready for transportation north.

The choice boiled down to which one needed the least number of parts from the others. The scrapper (Raleigh Junk Co.), who was in the process of cutting the other two into haulable scrap, generously lent the assistance of one of their cranes to move parts to the survivor: the 1218. Things like an air pump, front steam yokes, rods and gauges were cannibalized from the dying engines to make the 1218 as complete as possible. At that time, no one imagined that the 1218 would ever run again. By September 1964 the 1202 and 1230 were just a memory and the 1218 was ready for a trip to Bellows Falls—GEORGE GREENACRE.

From Vermont to Virginia

In the summer of 1967 Steamtown leased the 1218 to the Norfolk & Western for display in the new Roanoke Transportation Museum, and the locomotive was en route south when Nelson Blount was killed in an airplane crash in August 1967. The 1218 spent considerable time in Binghamton, N.Y., on the Delaware & Hudson while its fate was sorted out by the N&W and the Blount estate. Ultimately the 1218 resumed its journey to Roanoke and became the biggest N&W engine in the museum.

After the successful restoration and operation of N&W J 611 out of the museum collection, Norfolk Southern, under Chairman Robert B. Claytor, looked to the 1218 as the ultimate candidate for restoration. In a deal with the financially-strapped Steamtown, which had just moved to Scranton, Pa., NS acquired clear title to the 1218 in trade for a pair of diesels (NKP GP9 514 and Wabash SW8 132) to Steamtown. The 1218 was removed from the Roanoke museum on May 10, 1985—J.B.

ficiency and speed capabilities will get little severe testing in today's environment, however. The primary purposes of the two engines are to entertain the public and enhance the corporate images of Norfolk Southern and Union Pacific—tasks for which the 1218 and 3985 are both ideally suited. While the 3985 runs only once or twice a year on public excursions, it has already built up a track record of superb performance, and its annual outings on Sherman Hill with unparalleled numbers of photo runbys rank as some of the very finest fantrips of all time. The 1218, new this year, however, is barnstorming all over Norfolk Southern's heartland and echoing its distinctive hoot whistle off Blue Ridge hills, Ohio grain elevators and the marble columns of our nation's capitol. It has even stretched its legs on a mile of coal cars upon occasion.

As for the title of "best," there will have to be a whole lot more Pepsi and pizza consumed after club meetings before that one is resolved.

DENNIS R. HORNBERGER

Semaphores and Seahawks:

PHOTOGRAPHY KENNETH G JOHNSEN, EXCEPT AS NOTED

The summer of 1887 was a joyous and exciting time for the settlers of the Yakima River Valley in south-central Washington. The Northern Pacific had just completed its main line through the Valley and across the Cascade Mountains to the west via Stampede Pass to Puget Sound. The new rail line eliminated NP's dependence on OR&N trackage rights through the Columbia Gorge to the south, and opened the markets of the world to Yakima Valley agriculture and Cascade Mountain timber.

Fired with optimism, Valley farmers hastily constructed irrigation projects, pushing back the desert to form a vast agricultural region known as Washington State's fruit bowl. Huge lumber mills were built and prosperity flourished.

By 1910, the Union Pacific (alias the North Coast Railroad) had pushed its line up the Yakima Valley in an attempt to wrest a share of the business from NP. The UP also bought control of the Yakima Valley Transportation Company, an electric interurban feeder line. The NP countered by building a second line (the Sunnyside line) on the other side of the UP tracks, effectively sandwiching the UP between two NP lines. But even through the Great Depression, the bounty of the Valley kept the railroads busy.

In the years following World War II, however, the intense competition between the railroads subsided as higher operating costs and loss of business to highway trucks became the focus of attention. Merger of the NP into the Burlington Northern in 1970 greatly reduced the importance of the ex-NP main lines. The more favorable former-Great Nothern route over Stevens Pass to the north absorbed much of the traffic that had previously used the NP.

Washouts on the NP west of Stampede Pass and enlargement of the GN's Cascade Tunnel on Stevens Pass brought about the shutdown of the NP line from Cle Elum to East Auburn. The trackage through the Yakima Valley thus became a feeder to the BN/SP&S main at Pasco.

The handwriting was on the wall. Union Pacific, seeking to divest itself of its line from Hinkle to Yakima, courted buyers and abandoned its Yakima Valley Transportation Company in 1985. Burlington Northern at the same time abandoned several small branch lines including the redundant east side line north of Sunnyside. With everything dying on the vine, the time was ripe for a change.

Enter Nicholas B. Temple. A former Navy fighter pilot who flew F-4 Phantoms in Viet Nam, he had never worked on, much less owned, a railroad. His background was in business management and technology.

In the summer of 1986 Temple raised eyebrows in the railroad world by pur-

The Washington Central

by Kenneth G. Johnsen

W.C.R.C.

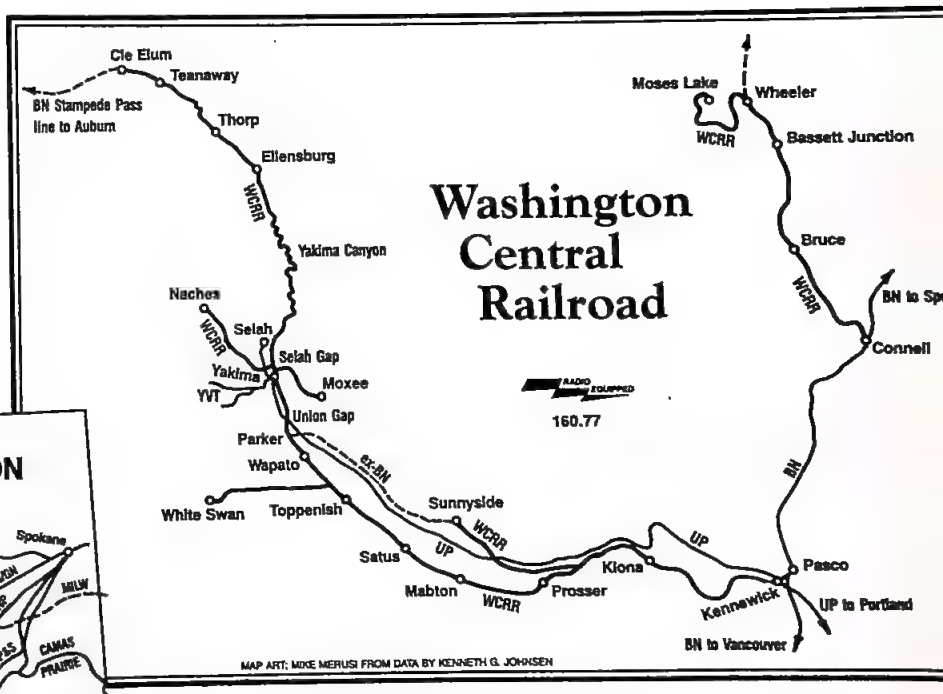
chasing 230 miles of BN track from Kennewick (near Pasco) to Cle Elum and an additional 75-mile spur from Connell (northeast of Pasco) to Moses Lake, renaming them the Washington Central Railroad. Why would someone want to purhase floundering branch lines that the BN would just as soon abandon? The answer lies in Temple's management skills and his faith in forthcoming improvements in technology.

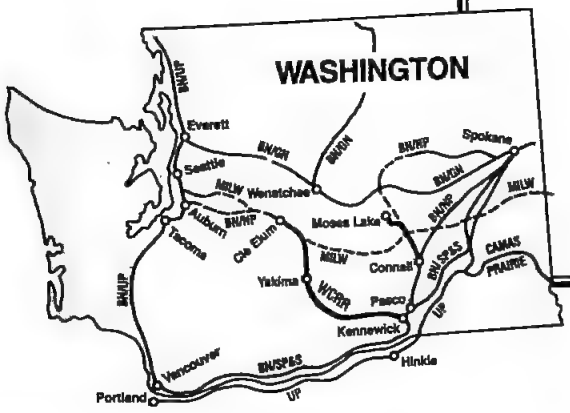
Not bound by union contract work rules which spell out crew size, pay, hours and such, Temple's railroad is a lean operation. Two-man crews, reduced wages and a smaller overall work force are his cost-cutting measures. "Labor contracts have got to change," he says. "There's no way in the long term Burlington Northern could continue to operate this line," he told reporters.

What Temple gives his employees in place of traditional union benefits is 40-hour work weeks, participation in management decisions, and a profit sharing plan. He believes that when employees have a vested interest in their company, commitment and dedication will follow.

Temple looks to technology advances in railroad equipment to further cut the costs of running his railroad. One-man hyrail trucks, capable of pulling several cars, are one of his dreams. The Washington Central presently relies on seven leased second-hand EMD units to power its trains. The black, red and white diesels are owned by Coast Engine & Equipment Company of Tacoma but are lettered WCRC and adorned with artwork honoring the Seattle Seahawks football team.

The combination of cost-efficient work rules and simplified technology are what Temple is banking on and





BURLINGTON NORTHERN operated the Yakima line with units like the "Four Deuces" GP30, shown working at Toppenish. Semaphores (left) were at Wapato in 1986.

hopes will return customers to rail service in the Yakima Valley. Better service is the bottom line.

Employee morale is high. One senses the upbeat attitude in the smiles and conversations among Washington Central workers and in the sharp-looking Washington Central logo caps they all wear. A number of shippers have already been brought back to rail, and it is beginning to appear that the optimism of a century ago may be enjoying a rebirth.

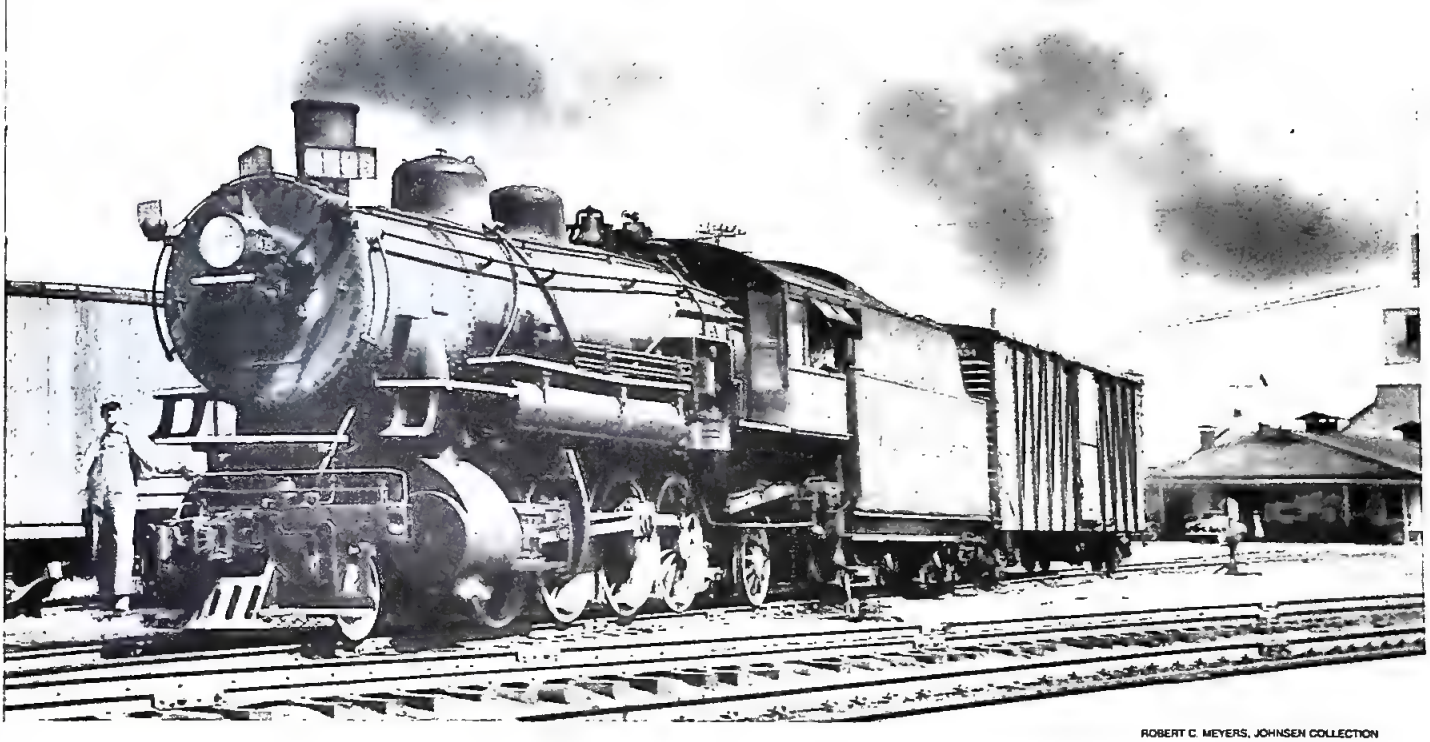
Washington Central operations

Railfans wishing to photograph the Washinton Central should check in at the former-BN freight office, a small brown modular building on the east side of the freight yards in Yakima, to find out the operating schedules. At press time, runs to Pasco and back leave Yakima in the afternoons, Monday through Saturday. Trips through the scenic Yakima Canyon to Cle Elum and back are run on Monday, Wednesday and Friday. The White Swan local operates Monday, Tuesday, Thursday and Friday with switching at Toppenish. On Tuesdays and Thursdays the other locals to Naches, Moxee and Selah are run using the same crew that goes to Cle Elum on the alternating days.

When the line was under BN opera-

NORTHERN PACIFIC Mikado 1639 (**right**) is the direct ancestor of the ex-NP Geeps working the Washington Central today; it was switching at Prosser in 1955. Back in 1908 (**below center**) the diamonds for the Yakima Valley Transportation trolley line were under construction in Yakima as NP 4-6-2 280 took water at the depot. The WC's tri-weekly "Cle Elum Turn" now traverses the route through Yakima Canyon (**below**) used by Amtrak's *Empire Builder* in March 1975.

WASHINGTON CENTRAL motive power consists of two ex-NP GP9s and five ex-MP SW1200s, all leased from Coast Engine & Equipment Company of Tacoma. The units are painted in the WC's red, black and white livery honoring the Seattle Seahawks. Geep 301 was former BN 1919, originally NP 334, while SW1200 212 was MP 1163. Both are shown at the engine facility at Yakima.



ROBERT C. MEYERS, JOHNSEN COLLECTION

KENNETH JOHNSEN COLLECTION

WASHINGTON CENTRAL RAILROAD

Locomotive Roster as of January 1, 1987

No.	Model	Built	Serial	Notes
201	SW1200	1966	31230	Originally MP 1257.
202	SW1200	1965	29801	Originally MP 1163.
203	SW1200	1966	31222	Originally MP 1148, then CEECO 203.
211	SW1200	1965	29784	Originally MP 1269.
212	SW1200	1965	29788	Originally MP 1273.
301	GP9	1957	22737	Originally NP 334, then BN 1919, then CEECO 301.
302	GP9	1957	22719	Originally NP 316, then BN 1754, then to General Metals, then CEECO, then Tacoma Belt Line 1203, then WC 302.

Compiled by Kenneth G. Johnsen with Jim Walker of CEECO and Ken Ardinger

tion, it was both a delight and a frustration to rail photographers. Tired old GP9s and GP30s were the usual motive power and an attraction in themselves. But hours of operation generally made photography impossible in all but the longest days of the year. Northbound trains would leave Pasco in the wee hours of the morning and arrive in Yakima before 8:00 a.m. Switching in and around Yakima took all day, and the southbound train usually left about 9:00 p.m., arriving in Pasco several hours later. Washington Central's daylight operating hours are a boon to the railfan.

A unique attraction of the WC is its 1908 vintage automatic block signal system. Working semaphores are still in operation between Kennewick and Parker (a few miles south of Yakima). Semaphores on the line west of Yakima were removed by the BN prior to the Washington Central takeover. Position of the semaphore arms allow the railfan to see at a glance the status of two blocks in either direction without having to be viewed right on or near the track, as in the case of target light signals. Straight up means both blocks are clear; angled means the distant block is occupied; horizontal means closest block is occupied. The semaphores are not likely to last long, so see them while you can. Burlington Northern is already removing semaphores from other parts of its system.

The Washington Central's photogenic main line encompasses several types of topography. The land around Pasco and

Kennewick (elevation 392 feet) at the southeast end is still desert. After crossing Horse Heaven Hills, the railroad drops into the Yakima River Valley and begins a long gentle northwesterly ascent.

From Prosser to Toppenish the line runs through open farmland and alfalfa fields. North of Toppenish orchard country is encountered as the line passes through Wapato and Parker. A still-used branch takes off west to White Swan. Just above Parker lies a narrow passage between the hills known as Union Gap, through which must pass the Washington Central, the Union Pacific, old U.S. Highway 97, new Interstate 82 and the Yakima River.

Beyond Union Gap sprawls metropolitan Yakima, with its mixture of agricultrual and commerical businesses. An interchange exists here with the UP and the Yakima Valley Transportation Company. The latter, while officially abandoned, had been donated to the City of Yakima, which continues to run tourist trolleys over the electric line. The possibility of a joint YVT-WC operation and maintenance agreement is presently being explored.

Leaving Yakima, the WC shares Selah Gap with Interstate 82, the Yakima River and the YVT electric railroad. The rugged cliffs of Selah Gap are but a hint of the spectacular scenery to come. After passing through some more farm land around the fruit packing house district of Selah, the WC plunges into Yakima Canyon and winds around for miles between steep mountains. The Yakima River laps at its toes, and towering cliffs threaten to spill avalanches on it at every hairpin turn. Near Ellensburg, the Canyon ends as abruptly as it began, and the railroad is once again in open country. It continues through cattle grazing land and another canyon to hilly country around Cle Elum (elevation 1922 feet).

THE YAKIMA YARD job with SW1200 212 was making up a train for Pasco on November 29, 1986. In the last days of BN operation, the Connell-Moses Lake line (below) found a GP35/GP30 set working near the I-90 crossing on June 19, 1986.

The Connell line

The Washington Central's second line begins at the BN yard at Connell in Providence Coulee, 36 miles north of Pasco. The climb out of the coulee is a steep one through rattlesnake-infested desert hills. It emerges into open wheat farming country, passing the towns of Bruce and Warden. Whereas good roads parallel almost all of the WC's Kennewick-Cle Elum line, the Connell line is difficult for the railfan to follow, intersected only by a few country roads.

The railroad crosses Interstate 90 and curves into Wheeler, where it then uses a section of former Milwaukee Road trackage to enter Moses Lake. The country here is somewhat barren, and operations are frequently at night, making the line difficult to railfan.

Nick Temple has options for future purchase of other segments of BN trackage in Washington State, including the rest of the line over Stampede Pass to East Auburn. Winter railroading over the Cascade Mountains is not an attractive proposition, however, and it remains to be seen whether he will exercise his option.

The Washington Central appears to be making significant inroads into traffic that had been siphoned off by truckers. Business is already up an impressive 30% over what it was at the outset. Barring a downturn in the local economy, the future looks bright for the short line. Rumors are now circulating that the Union Pacific line through the Valley may be WC's next expansion. With its modern operating methods and ideas, this railroad is going to be one to watch.

YAKIMA RIVER CANYON is the scenic highlight of the Washington Central. Geep 301 was entering the south end of the canyon with the Cle Elum train on May 18, 1987. That's Mt. Adams in the background. The 203 was preparing to depart Connell (pronounced Con-EL) for Moses Lake on May 15 (below) and working the Yakima yard on April 25 (bottom with freshly-painted caboose 100.

California Operation Lifesaver

by Tom Savio

The old Packard sputtered up Drake Street in Monterey's Cannery Row, over the Southern Pacific tracks and into the path of the *Del Monte Express*. WHAM! Ed "Doc" Ricketts, the real-life hero of John Steinbeck's novel *Cannery Row*, was fatally injured. A grade crossing accident had claimed another life, this one touching thousands of Steinbeck fans like myself.

Grade crossing accidents affect many people.

In response to the many grade crossing accidents in Idaho, the Union Pacific Railroad organized the "Operation Lifesaver" program in 1972. Similar programs have since been established nationwide. Today's "California Operation Lifesaver" is the combined effort of state and federal offices, the automobile club, labor unions, Amtrak, SP, UP and the Santa Fe. Through public education, crash demonstrations, law enforcement and traffic engineering, it has helped reduce grade crossing accidents in California by more than 50%. Even so, in 1986 there were 315 accidents with 38 fatalities.

To further promote its cause through the media, California Operation Lifesaver ran a special train from San Francisco to San Diego on April 21-23, 1987, whistle-stopping at 30 communities along the way. The use of the train, in contrast, for instance, to a series of school programs, was to gain wide media exposure for Operation Lifesaver. In the words of Santa Fe's Mike Martin, "A train is big and visual, and it moves—TV loves it." Television, radio and newspaper reporters were invited

PHOTOGRAPHY, TOM SAVIO, EXCEPT AS NOTED

JOHN E. SHAW, JR.

MICHAEL GROSS of television's *Family Ties* was spokesman for the Operation Lifesaver train; he posed at Oakland (right) with a CalTrain crew member. A UP crew put a TV camera on the locomotives (right center) to feed monitors throughout the train. The train was operating on the Santa Fe (above) on the west side of Tehachapi on April 22.

California
OPERATION
LIFESAVER

to ride the train and interview the railroad and community safety people.

The featured speaker at the station stops was TV star and railfan Michael Gross of *Family Ties*. Gross, a former C&NW railroader. donated a considerable amount of time and patience as he stumped the theme of the special to the press and public throughout the trip. He was a key element in the success of the train, as he has an established image as a "father figure" and is a sincere and knowledgeable spokesman for the railroads' message (in contrast, say, to some rowdy former football jock taking time out between beer and sportscar commercials to preach grade crossing safety).

Of equal importance to the media blitz was the opportunity to bring together people from California's regional Operation Lifesaver programs to meet with each other and local law enforcement, education and traffic engineering officials. It exposed the hardware and personnel of Operation Lifesaver to a lot of people who deal with grade crossing safety in their own fields. There were school district representatives who take the message into the classrooms, and local political officials who must administer traffic and crossing safety programs—and a county coroner who has had first-hand experience with the end results of grade crossing safety failures. The California Highway Patrol was very supportive of the program and was well represented aboard the train.

On the road

On Tuesday, April 21, the special, with five locomotives and seven cars, hosted by Amtrak's virtuoso Director of Public Affairs—West Arthur L. Lloyd, waited for its 9:00 a.m. departure from CalTrain's San Francisco terminal. The lead unit was CalTrain F40PH 913 (*Belmont*), followed by Union Pacific E9 951, Santa Fe FP45u 5998 and former-SP E9 6051 (in *Daylight* livery and on loan from the California State Railroad Museum in Sacramento). Except for the CalTrain F40, all units were facing north, and the train was being pulled backwards down the Peninsula to avoid having to wye it at San Jose. Each locomotive in the consist would take its turn on the point when traveling over its home railroad.

Immediately behind the power was the rear of the train, UP flatcar 903009, which served as a speakers' platform and carried a billboard with a Roadrunner cartoon illustrating the theme "Any Time is Train Time." Next to it was Santa Fe track inspection car 89 with its glass end and theater seating. Then came Santa Fe lounge 62, CalTrain gallery car 3847, Amtrak ex-AT&SF high-level coach dorm 39917 and Superliner coach 34030 and diner 38015. Amtrak F40PH 240, providing the head-end power, brought up the markers.

When we departed San Francisco, most of the participants gathered in the inspection car for the unusual view forward through the observation glass of our train rounding the six-degree curve at the terminal throat. I had been invited aboard as a member of the press, and I knew that I'd made the right decision: to ride the train rather than chase it. The late E.M. Frimbo, "world's greatest railfan," always stressed that riding trains—being part of the experience—was preferable to observing them.

Once under way, we were called to breakfast by Amtrak Service Inspector Cliff McDaniel. Nattily dressed in his Chateau St.Jean apron, he would be our maitre d'hotel for three days. Between Amtrak assignments, he serves on SP's office car fleet.

We sped down the state-owned Peninsula line with stops at Burlingame, Redwood City and Palo Alto. During our stop at Redwood City I spotted two concrete ties lying in a ditch, all that remains of SP's experimental track of the 1920s. At Palo Alto we received the

THE ROADRUNNER billboard on its flatcar brought up the rear of the train as it crossed SP's Suisun Bay bridge. "Any Time is Train Time," even here.

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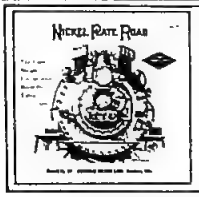

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warmest welcome of our trip as the high school band played and townspeople filled the entire platform.

Upon our arrival at San Jose the CalTrain F40 was removed and the remaining units were run around the train and coupled ahead of Amtrak 240. A "FRED" was hung on the end of the flatcar, and the motive power was now lined up with SP E9 6051 leading the Santa Fe F45u, the UP E9 and the Amtrak F40. It was one colorful consist.

With our cars finally facing forward, we departed for Hayward and Oakland on SP's original line via Niles. From here on the trip became more interesting with the addition of onboard video. A crew from the UP Audio-Visual Department mounted a television camera and microphone in the 6051 and outfitted every car in the train (except the diner) with monitors so the media and Operation Lifesaver people onboard could become acquainted with the engineer's view of grade crossings. The cab camera caught a lot of "near misses" with cars zipping around crossing gates and pedestrians wandering into the path of the train. The UP crew had set up a media center in the lower level of one of the Superliner cars, complete with multiple tape recorders so that the local TV crews could get tapes right off the cab camera, which would be remounted into each locomotive as it took its turn on the point.

At Oakland I briefly left the train. While the special continued to Richmond and Martinez, I drove ahead to Benicia for a lineside shot of it crossing the historic Suisun Bay Bridge (Frimbo obviously never had a Kodachrome day and a consist like this to tempt him off the cushions). The special rolled on to Suisun/Fairfield and Davis before tying up for the night at Sacramento.

On Wednesday, April 22, Southern Pacific red and yellow SDP45 3201 replaced the E9 6051, which had returned home to the museum. The power was otherwise unchanged, with the Santa Fe F45u, UP E9 and Amtrak F40 trailing. We headed east to Elvas Tower and took the south leg of the wye for a rare trip down the SP's San Joaquin Valley line. Retracing the route of the late *Sacramento* and *San Joaquin Daylights*, we called at Lodi, Stockton, Modesto, Turlock, Merced and Madera.

The boosterism that flourished in the Valley before World War II had left some unique trackside monuments that greeted our stops at Lodi and Modesto. Huge welcome arches spanned the main streets down by the depots, extolling their towns' virtues to arriving passengers.

The long run down the San Joaquin Valley gave me an opportunity to talk to Bob Dawson, supervisor of UP's audio-visual department. He explained that they were using a new Sony DXC3000 chip-equipped video camera, which is an improvement over the typical camera in that it is resistant to damage from direct sunlight and provides better color in the shade. Indeed, much of our view was backlit, and yet the color on the monitor appeared normal.

We rolled through the SP's Fresno yard and past the former depot with its unique Pullman trainshed, where sleepers were once shaded from the merciless sun while awaiting their connections. We joined the Santa Fe tracks at Calwa and backed into the Amtrak Fresno sta-

MODESTO was a typical stop for the *Lifesaver Special*, with speeches made from the flatcar using the billboard as a background. The crowds ranged from thin to very heavy and enthusiastic. The train was a big success as a media event and gained wide coverage.

tion. Here Santa Fe F45u 5998, in fresh blue and yellow warbonnet paint, took over the lead position, followed by the UP E9, the SP SDP45 and Amtrak F40. The 5998 was the same Santa Fe unit that had led the Cajon Anniversary Special last year in red and yellow merger colors.

From Fresno we traveled south to a big welcome at Hanford. After our program at Bakersfield we exercised trackage rights on the SP from Kern Junction to Mojave. In the beautiful late afternoon sun we climbed nearly 4000 feet over the Tehachapis and around the famous loop at Walong. As our train continued on toward Barstow and San Bernardino, we sat down for dinner. Cliff McDaniel had prepared a special menu of stuffed trout, prime rib and New York steak. For the rest of the evening we recalled some of our most memorable train trips. I confessed that while I had patronized some of the best trains in the world, this ride on the *Lifesaver Special* was rapidly becoming a real favorite with its forward and rear view, unusual equipment, interesting route and worthy purpose.

In the predawn light of Thursday, April 23, I photographed our newest motive power consist in front of the Moorish-style station in San Bernardino. Union Pacific E9 951 was finally in the lead, followed by the Santa Fe, SP and Amtrak units.

After the Operation Lifesaver program at San Bernardino, we left for Los Angeles, displaying a Santa Fe *Chief* drumhead. Our route, utilizing UP trackage rights, took us over the Third Subdivision of the Santa Fe's Los Angeles Division to Riverside, where the 951 was surrounded by railfans and participants alike. It was the best spot for photographing the yellow E-unit during its short stint on the point.

We soon joined UP's Salt Lake route at Riverside Junction for the trip to Pomona and L.A. As we approached UP's East Los Angeles offices, we stopped briefly while a UP photographer took an official portrait. From there, we crawled through the UP yards and the remaining miles to Los Angeles Union Passenger Terminal.

Our final motive power change came at LAUPT. The Santa Fe 5998 exchanged places with the UP 951, and the flatcar was removed, affording a clear rearward view from the track inspection car. The *Chief* drumhead was exchanged for a more appropriate one featuring Operation Lifesaver.

After backing out of L.A. terminal, we headed south to Redondo Junction and the Santa Fe's Surf Line for the rest of our scheduled stops at Fullerton, Santa Ana, San Juan Capistrano, Oceanside and San Diego. I have always enjoyed this route because of the many beautiful vintage stations. My favorite, though, is the little depot at San Juan Capistrano; with its arcades and belfry, it is one of the purest examples of Spanish mission-style architecture. It was built in 1894 using timbers from the Todas Santos Mission near Ensenada, Mexico.

After a fast run along the beach, we had to climb Rose Canyon on the north side of San Diego. Our high-speed water-level route suddenly became a mountain railroad with the tight curves and heavy grade reminiscent of the Tehachapis. But the canyon is as short as it is spectacular, and within minutes we were arriving beneath the palm trees at the beautifully-restored San Diego station to the music of the Marine Corps Band.

Mission Accomplished

In three days the *California Operation Lifesaver Special* had covered 19 counties and made 30 whistle-stops. The education, enforcement and engineering people onboard had become acquainted with the media public service packages and TV spots that Operation Lifesaver has available, and the media

(Continued on page 58.)

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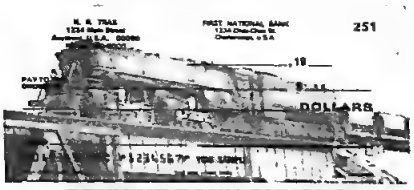

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(Continued from page 55.)

was given some interesting and colorful imagery to go along with an important story that could quite literally save lives.

Over three dozen newspapers gave significant coverage to the train and Lifesaver program, and there were at least 16 TV news segments aired, hitting every major market along the route. Television's *P.M. Magazine* used the train between L.A. and San Diego as an opportunity to do a feature segment on Michael Gross and his interest in railroading (aired June 3). There was extensive local radio coverage en route,

THE OPERATION LIFESAVER train crossed the SP's Suisun Bay bridge (top) on April 21 with the Sacramento museum's SP E9 6051 in the lead. Earlier in the day, a CalTrain F40 pulled the entire consist "backwards" from San Francisco to San Jose; it is shown (above) at the Burlingame stop. The Union Pacific had an audio-visual center (right) with television monitors throughout the train connected to a camera in the cab, affording those on board an engineer's-eye view of the track and grade crossings ahead.

California
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and Steve Walsh of KGO radio in San Francisco provided continuing coverage throughout the trip which was aired to the important audience of commuters in their cars at rush hour. Some of the KGO segments were picked up by the ABC Network.

Everyone involved was delighted with the success of the train. Efforts like this one have cut grade crossing accidents in California in half since 1979, and the program has been implemented in all 50 states.

All 50 states! Why Hawaii? Is the Lahaina, Kaanapali & Pacific that much of a threat? Interestingly, Hawaii is very interested in Operation Lifesaver because of its high population of service personnel and natives who travel to the mainland. Railroads are a hazard not usually encountered by Hawaiian drivers, and when visiting the other states—usually beginning in California—they particularly need to be educated to the fact that "Any Time is Train Time."

It is a message we as railfans have an obligation to spread at any opportunity.

SOUTH OF SACRAMENTO SP SDP45 3201 (top) was in the lead, as shown at Lodi. The UP E9 951 was in the lead from San Bernardino to Los Angeles and posed grandly at the Riverside station (above) on April 23. The Santa Fe FP45u was in the lead twice: over Tehachapi (left) on the 22nd and into San Diego (below) on the 23rd.

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R&LHS, CHICAGO CHAPTER

THE WINNERS of the 1987 R&LHS Railroad History Awards are (l to r) Bruce Seely (Article Award), Maury Klein (Book Award), Omer Lavallée (Senior Achievement Award) and Jim Shaughnessy (Photography Award), shown at the Chicago banquet on May 2, 1987.

The Sixth Annual R&LHS Awards

The Railway & Locomotive Historical Society held its annual convention at the Americana Congress Hotel in Chicago and presented its sixth annual Railroad History Awards at the banquet on Saturday evening, May 2, 1987. There were four awards presented this year in the categories of Senior Achievement, Photography, Books and Articles.

The Senior Achievement Award, honoring "a significant contribution of long standing to writing, preservation and interpretation of North America's railroading history" was presented to Omer Lavallée, one of the pioneer historians of Canada's railroads. He is a prolific writer, editor, photographer and, until just recently, corporate archivist and historian for Canadian Pacific. Since 1949 he has written nearly 200 articles for various publications and authored numerous books including *The Montreal City Passenger Railway Company* (1961), *Catenary Through the Counties* (with Anthony Clegg, 1966), *Narrow Gauge Railways of Canada* (1972), *Van Horne's Road* (1974), and the highly acclaimed *Canadian Pacific Steam Locomotives* (1985).

From 1945 to 1960 Lavallée traveled with the CPR pay car on the International of Maine to St. John, N.B., and in 1966 he went over to the CP public relations department, becoming the corporate historian in 1971. He is a founding partner in Railfare Books of Toronto and is presently wrapping up his next book, *International of Maine*, about that CPR line across the U.S. to New Brunswick. Lavallée is the first Canadian recipient of an R&LHS award.

As of 1987 the Senior Achievement award has been fully endowed through the support of Mrs. Harriet Best and the contributions of several society members, and beginning in

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1988 it will be known as "The Gerald M. Best Award for Senior Achievement." Jerry Best was one of the people to receive the first four R&LHS Awards (all for Senior Achievement) when the program was begun in 1982, sharing the honors with David P. Morgan, Richard C. Overton and John H. White, Jr.

The Fred A. and Jane R. Stindt Award for Photography was presented to Jim Shaughnessy for nearly four decades of outstanding rail photography. Jim was a pioneer of the style of rail "photojournalism" that has become the standard for railfans today, placing the trains in context and including the lineside setting as well as the human element. And he was one of the first to explore the possibilities of night photography, capturing such dramatic subjects as Canadian steam locomotives and a pair of Rutland Alcos atop a huge trestle. He has been a contributor to nearly every rail periodical and to numerous books, including eight by Lucius Beebe. He also authored two major books, regarded today as "standards," *The Rutland Road* (1964 and 1981) and *Delaware & Hudson* (1967).

The nominees for the George W. and Constance M. Hilton Book Award for works published from 1984 through 1986 were: *Bangor & Aroostook: The Maine Railroad*, by Jerry Angier and Herb Cleaves; *The Pennsylvania Railroad 1940s-1950s*, by Don Ball, Jr.; *The Historical Guide to North American Railroads*, by George Drury; *Narrow Gauge in Ohio: The Cincinnati, Lebanon & Northern*, by John W. Hauck; *The Southern Pacific, 1901-1985*, by Don L. Hofsommer; *The Life and Legend of Jay Gould*, by Maury Klein; *Bonds of Enterprise; John Murray Forbes and Western Development in America's Railway Age*, by John L. Larson; *Canadian Pacific Steam Locomotives*, by Omer Lavallée; *Railroad Development Programs in the Twentieth Century*, by Roy V. Scott; *The Northwestern Pacific Railroad, Volume 2*, by Fred A. Stindt; and *Railroads and the Character of America 1820-1887*, by James A. Ward. Because the nominations included books written by two panel members (George Drury and Don Hofsommer), they did not participate in the voting in this category.

The winner of the Book Award was Maury Klein's *The Life and Legend of Jay Gould*, published in 1986 by the Johns Hopkins University Press. To quote the R&LHS panel, "This is a work of painstaking scholarship, fresh insight and deft, persuasive argument. Klein reveals a far more complex man than seen in previous one-sided portraits of perhaps the most infamous robber baron of them all. Gould was without a doubt a liar, manipulator and heartless schemer. But, as Klein reveals, Gould was also a shrewd, highly creative businessman and manager, who worked hard to build up his railroad properties, and who was genuinely part of the transcontinental railroad movement—and not the 'bleeder of railways' we find in legend. As a contribution to biography in our field, Klein's book is a landmark. The legend of Jay Gould has now been substantially revised."

Magazine articles published during 1985 and 1986, based upon cover date, were eligible for this year's Article Award. The nominees were: "Ontario Northland," by Dave Chalmers and Mike Schafer in the October/November 1986 *Passenger Train Journal*; "Project ID: SD-CAT," by Elgin Conley in the April 1986 *CTC Board*; "Beacon at Mile 435.9" by Garnet R. Cousins in the September/October 1985 *Trains*; "Super-C: Hottest of the Hotshots," by Fred W. Frailey in the May 1986 *Trains*; "A Tale of Twin Cities," by Steve Glischinski in the October 1986 *Trains*; "War Production Board and Diesels," by Eugene L. Huddleston in the January 1986 RAILFAN & RAILROAD; "The Western Maryland: A Corporate History," by George M. Leilich in the Autumn 1986 *Railroad History 155*; "Last of the Steam Road Trolleys," by Peter J. Rickershauser in the April 1986 *Trains*; "Railroads, Good Roads and Motor Vehicles: Managing Technology Change," by Bruce E. Seely in the Autumn 1986 *Railroad History 155*; and "On the Mark: The History and Symbolism of Railroad Emblems," by James A. Ward in the Autumn 1985 *Railroad History 153*.

The winner was Bruce Seely's "Railroads, Good Roads and Motor Vehicles," which, to again quote the awards panel, "paints a surprising picture of American roads and railroads from 1890 through the 1920s. During that period, railroads were among the most energetic promoters of good vehicular roads. Good roads for wagons and motor vehicles meant more traffic feeding the rail network. Or so it was for a time. Only later did railroads discover that they had, in effect, help launch their most significant transportation rival. Seely's excellent study dispells many myths and breaks new ground in the story of the American railroad as an economic promoter. His exhaustive research and lucid writing have produced a reliable, solid piece of work and an original contribution."

Congratulations to all the nominees and

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HATS T-SHIRTS MUGS SWEATSHIRTS
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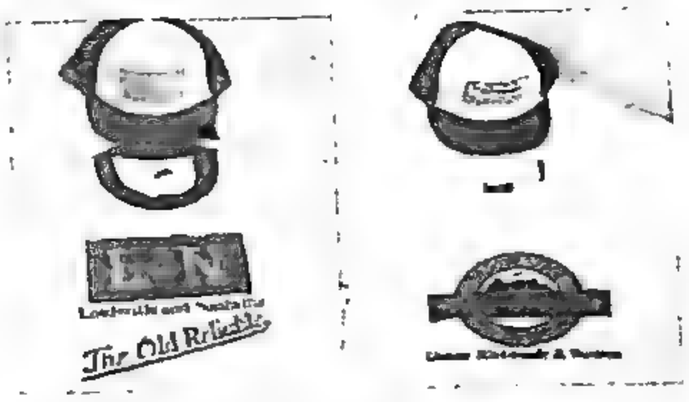

T-SHIRTS—$6.25/XXL $1.00 Extra
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T-Shirts are top quality U.S. made 50/50 blend solid color or white with color trim. Colors of shirts are coordinated to the railroad's logo. All logos and slogans are silk screened.

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205	BESSEMER & LAKE ERIE	242 *	N&W 611 J-CLASS 4-8-4
206	BOSTON & MAINE	243	NEW HAVEN (BLOCK)
207	BURLINGTON NORTHERN	244	NEW YORK CENTRAL
208	BURLINGTON ROUTE (C.B.&Q.)	245 *	NICKLE PLATE 765 (STEAM)
209	CAO SLEEP LIKE A KITTEN	246	NICKLE PLATE ROAD
210	CANADIAN NATIONAL	247	NORFOLK & WESTERN (OLD)
211	CANADIAN PACIFIC	248	NORFOLK SOUTHERN
212	CHESSAPEKE & OHIO (PROGRESS)	249	NORTHERN PACIFIC
213	CHESSIE SYSTEM	250	PENN CENTRAL
214	CHICAGO GREAT WESTERN	251	PENNSYLVANIA RAILROAD
215	CHICAGO NORTHWESTERN	252	PITTSBURGH & LAKE ERIE
216	CLINCHFIELD	253	R.F.&P.
217	CONRAIL (KEEP IT MOVING)	254	READING RAILROAD
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219	COTTON BELT (S.S.W.)	256	ROCK ISLAND (OLD)
220	DELAWARE & HUDSON	257	SANTA FE
221	DETROIT TOLEDO & IRONTON	258	SEABOARD COAT LINE
222 *	DETROIT TOLEDO & SHORELINE	259	SEABOARD SYSTEM
223	ERIE	260	SOO LINE (OLD)
224	ERIE LACKAWANA	261	SOUTHERN
225	FAMILY LINES	262	SOUTHERN PACIFIC
226	FLORIDA EAST COAST	263 *	SOUTHERN 4501 (STEAM)
227	FRISCO	264	SPOKANE PORTLAND & SEATTLE
228	GRAND TRUNK (NEW)	265	THE ROCK
229	GREAT NORTHERN	266	TOLEDO PEORIA & WESTERN
230	GULF MOBILE & OHIO	267	UNION PACIFIC
231	ILLINOIS CENTRAL	268 *	VIRGINIAN
232	ILLINOIS CENTRAL GULF	269	WABASH
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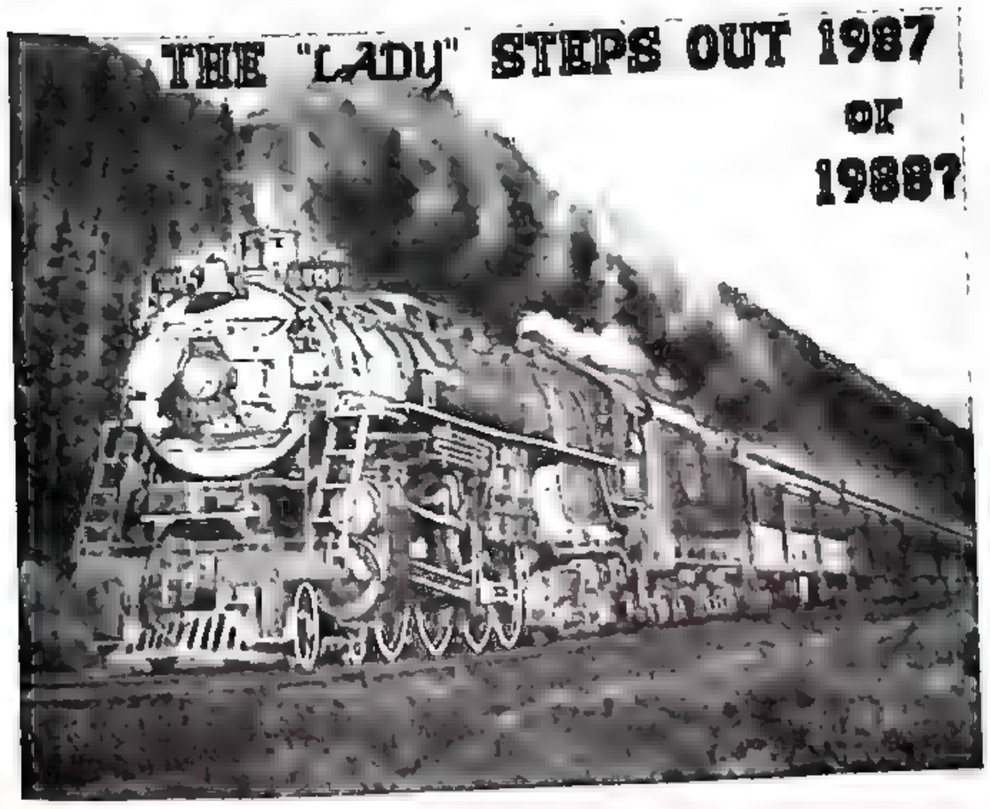

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winners. Next year's awards will be presented in the spring at the R&LHS national convention in New England.

David P. Morgan

We all owe Dave Morgan a lot more than most of us will ever realize. It was his sense of quality and uncompromising editorial policy that set the standards that our hobby enjoys today. Al Kalmbach provided him with the vehicle, but Dave Morgan defined the trip and set the course.

As most of you are probably aware by now, David P. Morgan retired as editor of *Trains* Magazine with the July 1987 issue. He had joined its staff in June 1948 to work alongside such well regarded names as Linn Westcott, Frank Donovan, Bill Akin and Andy Anderson. At that time *Trains* was already a slick and professional publication with fine graphics and intelligent content; it was a good place to begin a career.

A Southern gentleman of quiet and almost fragile manner and appearance, "DPM" is a tiger at the typewriter ("writers should be read, not seen," he often observed). As a writer and editor he would bring forth graphic and poetic images as broad as the scope of railroading—from a youngster studying a set of drivers to an explanation why the U25B would change dieseldom to an NYC Hudson with "an oiled set of slightly loose rods leaning into the load." Compared to Morgan, Lucius Beebe was a cartoon character. While Beebe was grand, Morgan was real.

And it was this man without a camera who weaned a generation of roster and wedge shooters from the comfort of their conventional photographic images into the unknown but exciting realm of telephotos, wide angles and night work. He demanded that the photographers put the train into its physical and human context. By encouraging the Dick Steinheimers and Jim Shaughnessys and J. Parker Lambs and John Grubers, Morgan elevated railfan photography to the respectable art form it is today. And in his travels in the late 1950s seeking out the last of steam, he teamed up with photographer Phil Hastings to produce what is probably the finest body of rail journalism ever assembled (fortunately preserved forever between hard covers in *The Mohawk that Refused to Abdicate*).

As editor of *Trains* he weathered some lean years (remember those frighteningly thin 60-page issues of the early 1960s with very little advertising to support the best-in-the-business editorial package?). There was flack over his blunt attitude toward labor and his dedication to John Kneiling (and if I never hear the phrase "read: true train" again it will be way too soon), but he continued to bring out the best in the field of potential authors and photographers and give them prominent play in print. Quality was his way of life.

At a time when the hobby deserved girly pictures, pulp pages and folklore, it also got Ted Benson, slick paper and solid, well-researched and entertainingly-presented fact. There was room for humor ("David P. *who* wants to ride the cab?"), human interest and tall tales, but when you used a *Trains* roster or feature for data, you could be sure the facts were sound. That was the power of Morgan's personality.

So Dave Morgan is retiring at age 60. No longer will he have to contend with the realities of Amdinettes instead of observation lounge cars, satellites instead of semaphores and rolling microprocessors instead of Mikados. I know how he feels. I still can't imagine Chicago without F-units or St. Louis without the *Meteor*, and my depth of experience doesn't begin to touch his reservoir of memories of the last years of steam.

But he shared with us as no one else could a perspective on a time many of us lived but did not otherwise fully understand or appreciate. Fortunately this is not an obituary, and Dave Morgan is still around to enjoy the experiences of his own choosing without the pressure of the clock and deadline calendar. I suspect that will include a leisurely train ride or two and some day maybe a trip to Roanoke to hear again an N&W A on Blue Ridge—or the 611 "bound for Lynchburg with a vengeance."

Times haven't changed all that much, Dave, when you can afford to be selective.

Steve Lee on 3985 vs. 1218

As he was wrapping up his comparison of the UP 3985 and N&W 1218, Gene Huddleston contacted Wyoming Division General Road Foreman Steve Lee, the man who is in

Switch List

Classified Advertising: Rates 39¢ per word, minimum order $4.68. Count all initials, numbers, address components. Zip Code is free and mandatory. Abbreviations (COD, SSAE, rpm, it's, 5x7, 8mm, PO, etc.) count as one word. We must have home or business address for all persons using PO Box numbers. Address all classified ads to: Switch List, RAILFAN & RAILROAD, PO Box 700, Newton, NJ 07860. Ads sent to other departments may be delayed or lost. Payment must accompany ad copy. Ads will be placed in catagory deemed most appropriate; requested catagories will be considered. All ads will be set in our standard 6 point type with lead in Capital letters. All ads subject to approval of the Publisher. Closes 1st of the month, three months preceeding date of issue.

ANNOUNCEMENTS

NATIONAL Trolley Festival/Railfan Day. Shore Line Trolley Museum, October 10, 11. Three restored equipment parades each day including the world's oldest "el" car. Rides, demonstrations, food, exhibits. SSAE for special events flyer to: 17 River Street, East Haven, CT 06512. Publicity Dept. 987

BOONE & SCENIC VALLEY RR announces several changes for 1987. Operating May 23rd through November 1, new schedule departing daily at 1:30 P.M., Saturday, Sunday and holidays at 11:00 A.M. and 4:00 P.M., CDT. Longer 145 mile round trip into scenic Des Moines Sou. RR mainline, incuding 800' long, 156' high steel trestle and the Des Moines River bridge. Boone, home of C&NW Central Division, Kate Shelley high bridge, Mamie Eisenhower birthplace restoration, with fine dining, lodging and camping nearby. Free brochure, send SSAE to: B&SV RR, PO Box 603, Boone, IA. 50036. Phone 515-432-4249. 987

MIDWEST CENTRAL RAILROAD, Mount Pleasant, Iowa. MCRR will be running Sept. 3-7, 1987. Baldwins 2, 6, Lima Shay #9, and Henchel #16 will be running. A gift shop featuring railroad items including belt buckles of engines 2,6,9, 12. Runs in conjunction with Midwest Old Settlers and Threshers Reunion. 187

THE EAST BROAD TOP Railroad Fall Spectacular, October 10 & 11. Steam locomotives and gas electric coach will operate extra movements, together with the Shade Gap Electric Railway trolley. Station, roundhouse and turntable in operation daily. Passenger and freight trains will operate both Saturday and Sunday. Shop tours available. Special night train trip, Saturday only. For information write to: The East Broad Top Railroad, Rockhill Furnace, PA 17249. Tele: 814-447-3011. Located off Pennsylvania Turnpike on U.S. Rt 522. 1187

BOOKS & PUBLICATIONS

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"COLORADO'S JOINT LINE Denver to Pueblo, A Guide to Facilities and Operations", 32 pages, color softcover, includes text, maps, timetable excerpts, signal aspects, route profiles, photos, and more. $7.95 postpaid (Colorado residents add 21¢ tax, 40¢ in Fort Collins. Order from: Donald K. Park II, 1025 Oxford, Apt. L-138, Fort Collins, CO 80525.987

INVERNESS AND RICHMOND RAILWAY of Nova Scotia is the subject of this book which contains over 60 pictures, several maps, steam roster and reference material. Printed on glossy paper 6X9 format with colour card cover, this book of nearly 100 pages provides short history of former Canadian Northern subsidiary. Order from Robert Tennant, Box 997, Armdale, Nova Scotia, Canada, B3L 4K9, at $11.40 postpaid Canada and US. 987

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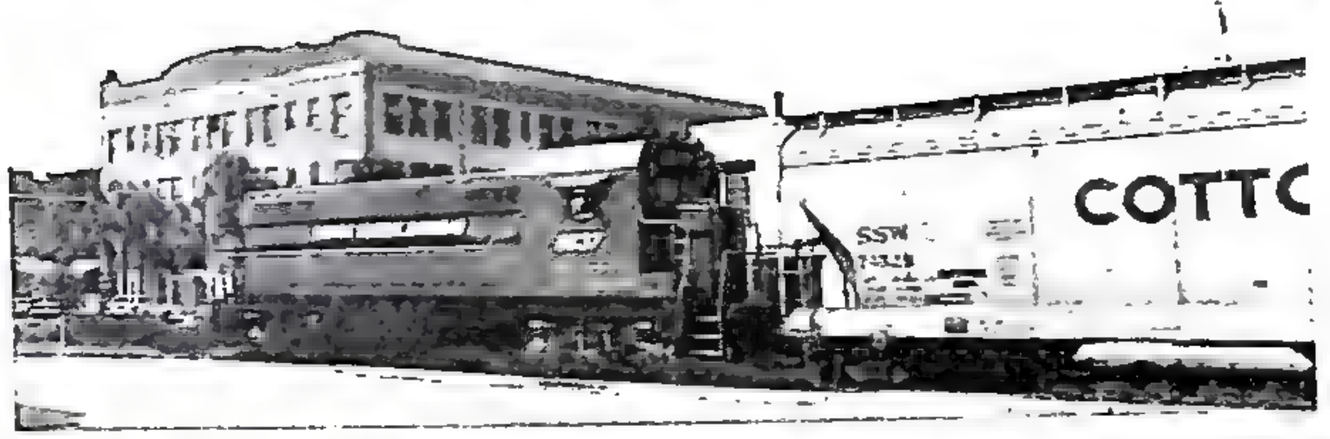
B&O CABOOSE, complete, very good condition. A.L. Awald, Box 91, Hamlet, IN 46532. 987

JIM BOYD

"SEE FOR YOURSELF," Union Pacific General Road Foreman Steve Lee points out to Jack Wheelihan and Doyle McCormack of the SP 4449 crew at Lynch, Wyo., on May 24, "that's a hyphen and not a plus sign in there!" We could not let David P. Morgan retire in peace without one last shot at what may have been his most controversial editorial policy.

NEXT in RAILFAN & RAILROAD



● **THE FLORIDA CENTRAL:** Max Wallace gives us a guided tour of Florida's newest short line, complete with a fleet of CF7s for power.

OCTOBER ISSUE ON SALE AUGUST 25.

charge of the UP's steam locomotives when they are on the road. Huddleston sent his manuscript to Lee, who made some notations that were incorporated into the text of the article and then went on to make some commentary of his own. What follows are Steve Lee's observations:

"One always treads dangerous ground when comparing steam locomotives. Some of the very factors that make steam locomotives so interesting also tend to blur the basis for comparison. Each railroad's locomotives were designed to cope with different fuels, services, track and clearance profiles, and corporate objectives. While the N&W A's and the UP Challengers both represent fine, modern articulated power, each was built to cope with very different conditions.

"Out here on the UP, the goal was to build a good locomotive that could be used on drag freight, fast freight and secondary passenger trains; was easy to maintain; could cope with bitter cold, poor coal and bad water, and could be turned quickly, thus running up impressive mileages. The 3900s, while not perfect by any means, filled most of those objectives well enough that UP reordered them several times, which is always a barometer of the success or failure of a locomotive design.

"Gene Huddleston makes good points about the coal, except I think the B.T.U. fig-

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WABASH waybills blank originals $3.00 each. Yardmaster, Box 591, Salem, IL 62881. 987

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RAILROADIANA, bought and sold. Timetables, guides, post cards, maps, technical data, circulars etc. I have various rail magazines dating back to the 1910's. SSAE and please be specific. Nestles Railroadiana, Ray Rd., Greenwich, NY 12834. 987

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"STEAM TRAINS IN MAINE" MEC-GT w/sounds and narration VHS/Beta $39.95. See display ad Railfan January 1987. Wendell Lewis, 208 Talbot Ave., Rockland, ME 04841. 1287

SHOWS & SALES

GREENBERG'S GREAT Train, Dollhouse & Toy Shows. William Paterson College, Wayne, NJ: August 1-2; Philadelphia Civic Center, Hall B Philadelphia, PA: August 15-16 Norfolk Scope, Norfolk, VA: September 26-27 William Paterson College, Wayne, NJ: October 10-11 Admission $4.00 adult, under 12 free with and adult adm. 11 A.M. to 5 P.M. daily. Information: Greenberg Shows, Inc., Sykesville, MD 21784. 301-795-7447. 987

AUGUST 23, 1987. Mifflinburg, PA. Central PA Chapter NRHS 11th Annual Train Meet at West Shore Excursions Station, N. Third St., Mifflinburg, 9 A.M. to 4 P.M. $2.50, under 12 free. Tables $12 limit five. SSAE to: Jack Hazlinsky, 105 Pawling Lane, Lewisburg, PA 17837. 717-524-9154 987

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tures for Wyoming coal might be a bit optimistic. UP locomotive coal came from company mines in the Hanna Basin and Rock Springs area, and it is a sub-bituminous grade, just barely better than lignite. The coal is very fragile, and large lumps were quickly broken down into fine particles just in the process of being mined and transported. The low volatility of the coal makes necessary a larger grate area, ashpan capacity and draft arrangement, in order to keep the stuff burning. When the 3900s were first delivered, they had drafting problems until the exhaust nozzles were increased in size, and the twin exhaust stands and stacks are a part of what is necessary to make these beasts steam. Coal-burning Challengers had a reputation for hard steaming, and it took a lot of trickery to keep one on the mark.

"On the other hand, oil-burning Challengers were very free-steamers, and these locomotives made better running records, as well as being much cheaper to maintain. Compare the boiler and firebox of a Big Boy to that of a 3900, and it becomes apparent that while the 4000's boiler is slightly larger, its firebox is proportionally much larger. As a result of the larger grate area, the 4000s were much better steamers than the 3900s. It is interesting that the only oil-fired 4000, the 4005, was a dud as an oil-burner, while oil conversion to a 3900 was a vast improvement.

"There is not that much difference between a flat or a sloping firebox. The main advantage to the sloped type is not in the grate arrangement but in the mud ring, where the lower front corners provide a sort of sump for mud and crud to collect. On the other hand, as Bruce pointed out, the flat firebox could accommodate a larger grate area by utilizing space near and over the rear drivers, or in the case of a 4000, the rear two drivers. This saved frame and locomotive length, while having no detrimental effect on the steaming ability.

"In the flat firebox, the fire does burn evenly, as long as the fireman makes sure the stoker jets are properly adjusted to place the coal evenly. We do not have to worry about rough track slowly shaking the firebed down to the front corner, either. Having fired both kinds of firebox, I can safely say there is no appreciable difference in firing methods for the two kinds.

"Going back to Wyoming coal for a moment, it is very important to make certain that the fire does not get too thick when burning this stuff. A firebed more than two to three inches thick will begin to restrict airflow through the grates and cause clinkers to form in a hurry. Another problem resulting from the breakdown of the coal into small particles is the tendency of the coal to burn in midair, never hitting the grates at all. This can be remedied to some extent by placing the cab squirt hose in the stoker trough and wetting the coal as it goes through on its way to the firebox. The water slows the combustion process a bit and weighs the coal down just enough to slow its passage through the firebox, allowing better combustion. The small particles of coal are the source of the cinder and lineside fire problems we have with the 3985.

"The standard MB stokers on the 3900s and 4000s could easily fill up the front of the firebox. When the locomotive is working hard, the front jets are usually turned off, with the draft carrying sufficient coal to the front of the firebox. In this situation, only the side jets and those for the back corners are needed. The only weak spot in the MB is the tendency to leave the back corners a little light, but this can be rectified by using the scoop to divert some of the coal off the stoker pot to the back corners from time to time. This is done by sticking the scoop just inside the firedoor an letting some of the coal ricochet off the scoop into the corners.

"One thing that should be kept in mind is that comparisons between these two engines *as they are used today* are virtually meaningless. In 1987, steam locomotives, no matter what kind, are to make smoke and noise, pull a few cars of passengers, and are more for entertainment then anything else. The demands of this kind of service are much less than taking 190 cars of coal through the Blue Ridge Mountains or hauling 75 cars of green fruit at 70 m.p.h. across Wyoming. Firing and running practices used nowadays to make the great volumes of smoke and noise demanded by railfans would have gotten engine crews in deep trouble in the old days."

Impressions of the articulateds

There was one aspect of the year 1987 that I could not afford to pass up: the chance to see both the N&W 1218 and UP 3985 in action. The Challenger was familiar, thanks to the Sacramento Railfair of 1983 and the Rocky Club fantrip in May 1985, and the 1218 was brand new. The 3985 was set for only one fantrip in 1987, so May 24 was inked onto the calendar. The 1218's debut trips out of Roanoke on April 25-26 were also not to be missed. Much of the photography accompanying Gene Huddleston's article is the result of these journeys.

While Gene does an interesting job of comparing the two articulateds, some first-hand observations are in order. The Challenger's one trip was a dazzler in spite of heavy overcast, often stormy weather and a short consist. The entire UP crew made a concerted effort to get in as many movie runbys as possible (an even dozen) and to make the engine perform for the crowd. The 1218, on the other hand, is scheduled for a full season of trips to some of the most interesting places on the NS system.

The 3985 was everything I had expected it to be, and the hospitality of the Union Pacific was something you just don't expect to find from such a giant corporation. And the authentic black drivers added just the right touch of class.

The 1218 delivered everything it had promised as the awesome newcomer: billowing exhaust and crisp sound as the big train worked up Christiansburg Hill and a flurry of speed on the return from Lynchburg. But the one thing I was not expecting was the whistle. Even the O. Winston Link recordings don't prepare you for the sheer magnitude of that whistle! It can fill an entire valley with sound and still penetrate right to the bone. The 1218 is a big engine among big engines, but that whistle is in a class by itself.

Incidentally, at least one observer who saw the last of N&W regular service steam noted that the whistle "sounded more like a Y-6 than an A." Doug Karhan of the Birmingham steam shop said that the 1218 carries a "standard N&W freight whistle," and that the hooters on the Y's and A's were interchangeable (both carried 300 p.s.i. boiler pressure). And judging from the videotapes of the initial test runs with the uncontrollably screeching whistle, I get the impression that O. Winston Link's "Great Whistle Storm" recorded on Blue Ridge may simply

have been the result of a whistle valve out of adjustment, for the 1218 now "hoots" with a punctuating "chirp" but lacks the "screech" of the test run.

At least now I think I understand what an N&W A really is: it's a life-support system for a hoot whistle.

Of course, the Challenger was not above a comment or two. Ron Flanary of Big Stone Gap, Virginia, was on the 3985 trip along with a whole gang of Clinchfield fans. He observed to UP General Road Foreman Steve Lee that, "Your engine is very nice, even though it has the wrong name on the tender." Hmmmm. I wonder if we could get her to Erwin and rectify that situation?

As far as performance is concerned, both engines demonstrated very interesting personalities. By their very nature with two independent sets of exhaust, articulateds are always fascinating to listen to. In my brief encounters this year, the 3985 tended to settle down "in step" and stay there, possibly because of the light train, while the 1218 seemed to be constantly cycling into and out of step. I made a recording as the 1218 started from a red signal and marched uphill into Christiansburg on the eastbound Saturday trip; she starts distinctly out of step, then blends into synch and then walks out of step again, repeating the process no less than four times in the mile or so over which the exhaust can be heard. In one of the commercial videotapes, 1218 is shown being towed backwards by a diesel, and you can watch the drivers go gradually out of step on straight track. Rich Melvin, however, an engineer on NKP 2-8-4 765, was aboard the 1218 making his Hopewell videotapes and noted that she seemed to settle right down and stay in step for the duration. "Wow, does that thing have the power," was his overriding impression.

Fortunately, it looks like both engines will be around long enough for many of us to resolve the matter by first-hand observation. The 1218 will run right into November this year, though no firm commitment has been made for a 1988 schedule. And while there are elements within the Union Pacific management that would just as soon see the steam retired, it appears that the Challenger will be available again in 1988 for trips in May and October. With the retirement of Robert Claytor from NS and John Kenefick from the UP, both companies now have top management with little personal commitment to the respective steam programs, and decisions from headquarters could either approve or scuttle steam with little notice.

If you want to experience the world's largest steam locomotives for yourself, don't let any opportunities pass by. Right now is the Golden Age of the Articulateds, and the future holds no guarantees for these particular engines.

Railfanning is...

I'm quite sure my parents didn't have Greg Scholl's sentiments in mind when they named me James Allan (see RAILFANNING IS... on page 16), but I will surely look at those N&W engines in a different light from now on.

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TWO KODACHROMES: JIM BOYD

SOME surprisingly modern diesels are making preservation news. Showing off Steamtown's "Lackawanna" image in June 1987 are ex-CB&Q SD24 880 (left) at Moscow, Pa., and ex-NKP GP9 514 at Scranton. Two PRR diesels have recently been repainted. Privately-owned GP30 2233 (lower left) was displayed in Mifflinburg, Pa., on the West Shore Railroad on May 16, 1987. New Hope & Ivyland's ex-PRR SW1 9423, shown on June 5, 1987, is in regular tourist service. The very first Geep, C&NW GP7 1518, former EMD 100, was on display May 16, 1987, for the C&NW Historical Society at Council Bluffs, Iowa. This unit is to be donated to the Illinios Railway Museum.

KODACHROME: HAROLD E. BROUSE

D. E. VAUGHN

KODACHROME: MITCH DAKELMAN

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SAN FRANCISCO RAILROAD FAIR brought together UP E9 951, WP F7 913 and SP E9 6051 on April 15, 1987. See page 33.

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Photo by Allen Keller

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